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No. 22,253 號參拾伍百貳千貳萬第 日參拾月拾年巳己 HONG KONG, WEDNESDAY, NOVEMBER 13, 1929. 參拜禮 日參拾月壹拾年九廿百九仟壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE.

On and after NOVEMBER 8th, 1929, until Further Notice (all previous
Time Tables cancelled).

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.	No. 21 P.M.	No. 22 P.M.	No. 23 P.M.
Kowloon Dep.	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	1.10	1.25	1.40	1.55	2.10
Yau Ma Tei Dep.	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15
Shatin Dep.	7.01	7.16	7.31	7.46	8.01	8.16	8.31	8.46	9.01	9.16	9.31	9.46	10.01	10.16	10.31	10.46	11.01	11.16	11.31	11.46	12.01	12.16	12.31
Tai Po Dep.	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45
Market Dep.	7.50	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.05	1.20
Fanning Dep.	7.30	7.45	7.60	7.75	7.90	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20
Shum-chui Dep.	7.35	7.50	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.05
Shum-chui Arr.	7.41	8.45	9.13	9.51	10.21	10.53	1.08	1.13	1.18	1.23	1.28	1.33	1.38	1.43	1.48	1.53	1.58	2.03	2.08	2.13	2.18	2.23	2.28
Canton Arr.	12.05	12.15	12.25	12.35	12.45	12.55	1.05	1.15	1.25	1.35	1.45	1.55	2.05	2.15	2.25	2.35	2.45	2.55	3.05	3.15	3.25	3.35	3.45

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.	No. 21 P.M.	No. 22 P.M.	No. 23 P.M.
Canton Dep.	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	1.10	1.25	1.40
Shum-chui Dep.	7.17	8.03	10.54	11.05	11.27	11.47	12.07	12.27	12.47	13.07	13.27	13.47	14.07	14.27	14.47	15.07	15.27	15.47	16.07	16.27	16.47	16.67	16.87
Shum-chui Arr.	7.23	8.11	10.48	11.01	11.23	11.43	12.03	12.23	12.43	13.03	13.23	13.43	14.03	14.23	14.43	15.03	15.23	15.43	16.03	16.23	16.43	16.63	16.83
Fanning Dep.	7.30	8.15	10.47	11.00	11.22	11.42	12.02	12.22	12.42	13.02	13.22	13.42	14.02	14.22	14.42	15.02	15.22	15.42	16.02	16.22	16.42	16.62	16.82
Tai Po Dep.	7.40	8.25	10.57	11.10	11.32	11.52	12.12	12.32	12.52	13.12	13.32	13.52	14.12	14.32	14.52	15.12	15.32	15.52	16.12	16.32	16.52	17.12	17.32
Market Dep.	7.44	8.31	11.01	11.14	11.36	11.56	12.16	12.36	12.56	13.16	13.36	13.56	14.16	14.36	14.56	15.16	15.36	15.56	16.16	16.36	16.56	17.16	17.36
Shatin Dep.	7.57	8.44	11.14	11.27	11.49	12.09	12.29	12.49	13.09	13.29	13.49	14.09	14.29	14.49	15.09	15.29	15.49	16.09	16.29	16.49	17.09	17.29	17.49
Yau Ma Tei Dep.	8.17	9.03	11.32	11.45	12.07	12.27	12.47	13.07	13.27	13.47	14.07	14.27	14.47	15.07	15.27	15.47	16.07	16.27	16.47	17.07	17.27	17.47	18.07
Kowloon Arr.	8.17	9.03	11.32	11.45	12.07	12.27	12.47	13.07	13.27	13.47	14.07	14.27	14.47	15.07	15.27	15.47	16.07	16.27	16.47	17.07	17.27	17.47	18.07

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DIFFICULTIES OF TAKING OFF FROM WATER.

An aeroplane is one thing; a seaplane is another and a quite different thing, writes Mr. T. Cronther Gordon, the well-known seaplane expert, in the *Glasgow Herald*. Most people think that if a pilot can handle skilfully a small swift aeroplane he can with equal ease manipulate a seaplane.

And yet, in point of fact, nothing could be further from the truth. Matters of horse-sense and air-sense come into play with a machine on the water, that are inessential for the land-lubber pilot.

The speeds which have been achieved in the Schneider race make one imagine that flying over the water is a cut easier than over land. In his armchair a man may argue that there are no obstacles in the sea, no wireless masts, no ugly trees, no nasty hills. But there are snares in seaplaning which a pilot only discovers through bitter experience.

Isolated in Danger.

It is usual for a flying man to receive about 20 hours tuition in handling an aeroplane before he goes "solo." Only after he knows what he is doing over land is he allowed to go into a sea machine. But the moment he pushes off from the slipway into the water he realizes that he is dealing with a totally different element.

For one thing, he is isolated. If his engine "kinks" out he has to land as smoothly as possible on the water, and wait. He can only sit on the float and pray for a vessel to pick him up.

Now, suppose he were flying an aeroplane and he came down, help would come to him from all quarters. A seaplane pilot is dealing with an element to which he is a stranger, and soon he realizes this.

A Dangerous Frank.

Then, the difficulty of getting into the air is increased. This is comparatively simple with a land machine. The wheels are well-sprung and made of rubber, and the aerodrome is usually flat. But the floats of the seaplane are large and ugly, and although there are "steps" skilfully made in the floats, the suction is very great.

Besides the suction, the very weight of the floats adds to the burden which the engine must carry into the air. I have seen seaplanes running for miles over the water in an attempt to rise when the engine was a little below par.

The lack of objects, too, on the water affect a pilot when taking off.

He takes his direction from the objects around him, for he must fly off into the air. Now, there is a torque with every propeller, and if the pilot is not careful this torque swings his machine round out of the wind; always a very dangerous prank. But if he has no objects to keep him in the right line, it makes his task more difficult. And, so far as rising off the water is concerned, perhaps the greatest snare in seaplaning is the changing character of the water.

One day it is like glass and the machine rises like a bird. Another day a sea of four or five feet is running, and the pilot must open up full throttle and go stotting on from wave-crest to wave-crest before taking the air. I have seen many a fine machine smashed with the high seas.

Not a Soft Mark.

The commonest fallacy in the minds of "birds-people" about the water is that it is soft. How much safer they say to land on water than on the hard ground! The poor pilot is soon disillusioned.

I have seen sturdy little single-seaters broken up into splinters on the "soft" water. I remember a second-pilot, Mr. Calisher, some years ago who was flying with his senior officer in a flying-boat. The landing was rather a bad one and the boat "bumped." The spar of the second-pilot's seat caught this poor fellow on the back and affected his spine so that some time later he died.

The water is anything but soft. I have seen a beautiful big "bat-boat" come scudding down on the waves and the bottom being staved in. It is long since I believed that the water is soft to land on.

"Ducks and Drakes."

What makes the work of the seaplane pilot exasperating is the way the colour of the water plays "ducks and drakes" with him. One soon learns, of course, that water which appears quite placid at 2,000 feet can be swelling and rolling when you land, but the perplexing matter for the most skilful pilot is how the water changes its colour.

I have myself taken off the water when the sun was shining and the water was a glorious bright blue, and then when I came to land it was a mass of dark, forbidding sea that frowned and repelled one. To land a plane on the water requires very accurate judgment, and with the changing colour conditions this "knack" is hard to come by.

The tremendous speeds that have been attained recently in seaplane flying have also tended to hide another snare for the seaplane flyer. The stunting capacity of a seaplane is much more limited than that of the aeroplane.

Stunting Limitations.

Stunting, as everyone knows, puts an extra strain upon almost every part of a flying machine. So long as a machine is not stunted, it will preserve a very high standard of safety. But when a pilot stunts he often turns the "landing wires" into "flying wires," and vice versa, and if there is slackness anywhere he pays the price.

Now, with a seaplane the extra factor is the float, and it is so placed and of such weight that the stunter is seriously handicapped. It changes the centre of gravity in the machine, and demands much greater caution and skill in loops and nose-dives.

Indeed, I have known cases where pilots put their seaplanes into nose-dives which they never could pull out, and yet their machine power was equal to and greater than land machines. It was recognized among us pilots as a maxim that if a seaplane got into a spin the pilot could say "good-bye."

Anyone who is interested in seaplanes will have noticed that the latest supermarines have no tail float. This is a significant change and advance. The old Shorts and Sopwith Schneiders and Hamble Babies had all tail floats.

If one came down upon the water for any length of time the water soaked through the floats, which, in the case of the Schneider, was only a framework of wood covered with cloth. In less than an hour the tail went under water, and the machine turned turtle.

I recall one of our pilots going out on a misty morning to hunt submarines. He was so keen that he went too far, and his petrol was exhausted. He landed on a high sea. He waited. When one of our rescue pilots got him he was holding on for dear life to the upturned floats, thinking his hour had come. This was one of the hidden snares for the seaplane man.

Indeed a fellow who values his life will generally go round his floats very carefully before taking to the water, in case there are any punctures. The float is made of only three-ply wood, and a workman with "tackets" in his boots will do enough damage, perhaps, to sink the machine.

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Diary of Coming Events.

To-day,
(November 13.)

Interport Cricket: Malaya v.
Hong Kong, H.K.C.C. ground,
10.30 a.m.

Hockey: Club v. Somersets,
U.S.R.C. ground, 5 p.m.

Queen's Theatre: "Alibi" (talk-
ing picture).

World Theatre: "Silver Slave."

Star Theatre: "Revenge."

Tea Dances: H.K. Hotel, and
Peninsula Hotel, 5 p.m.

Dinner Dances: Peninsula Hotel
and Hong Kong Hotel, 8.30 p.m.

Tides: High, 6.06 a.m. and 12.21
p.m.; Low, 12.34 a.m. and 12.59 p.m.

European Mails:—Outward:
Europe via San Francisco, and via
Siberia (Korea Maru), 8.30 a.m.

Thursday,
(November 14.)

Interport Cricket: Malaya v.
Hong Kong, H.K.C.C. ground,
10.30 a.m.

Lecture "Plays of Galsworthy"
by Prof. R. K. M. Simpson, M.A.,
M.C., Union Assembly Room,
University, 8.30 p.m.

R.E.O.C.A. Dinner, Savoy Hotel,
8.30 p.m.

Concert in aid of St. Peter's
Young Men's Club, Cathedral Hall,
9.15 p.m.

Queen's Theatre: "Alibi" (talk-
ing picture).

World Theatre: "The Woman
from Hell."

Star Theatre: "Midnight Taxi."

Tea Dances: Hong Kong Hotel,
and Peninsula Hotel, 5 p.m.

Dinner Dances: H.K. Hotel,
Peninsula and Repulse Bay Hotels,
8.30 p.m.

Tides: High, 7.06 a.m. and 7.39
p.m.; Low, 1.23 a.m. and 1.29 p.m.

Friday,
(November 15.)

Christian Fellowship Meeting,
Helen May Institute, 10.30 a.m.

Interport Cricket: Malaya v.
Hong Kong, H.K.C.C. ground,
10.30 a.m.

Interport Dinner H.K. Hotel,
8 p.m.

Billiards Institution of Engineers
and Shipbuilders v. Club, Lusitano,
5.15 p.m.

NEW CAR DESIGNS FOR 1930.

BRITISH CHALLENGE TO AMERICA.

BIG PRODUCTION PROGRAMMES.

I am able to give some particulars of the new cars which motorists will be able to buy in 1930, and the details of which have been kept secret.

In the *Morning Post*, says its Motoring Correspondent recently, I gave details of the new Morris models. I hear now that a new Singer car will be produced at an extremely low price, which I believe is well under £300. It will have a six-cylinder side-valve engine of 15 h.p. with a truly astonishing top-gear performance.

Many British manufacturers are alive to the fact that they have to meet American competition, not only in the overseas market, but also at home. For some time they have been wedded to the small engine, but at length they seem to realize that an engine of moderate size with a top-gear performance that can more than equal anything that America can produce is required by the British public.

I understand that this new Singer will be the last word in medium-sized, six-cylinder design at a low price. Chromium plating will be adopted on all fittings, and there will be a three-speed gear-box. In addition special springs and shock-absorbers will be fitted.

A great deal of attention has also been given to the steering in the new Singer, and this has been designed to give a lightness equivalent to that experienced in cars that sell at over £1,000.

Vauxhall Motors are also producing a new model which will be a great advance on their already well-tried cars.

Boom Expected.

Production figures for next year show that the British motor trade expects to have a boom period. I understand that Morris Motors propose to make a hundred thousand cars during the year to the value of about £50,000,000. The Austin Company have also improved their models, and they propose to produce over 60,000 cars, to the value of over £15,000,000.

Hillmans and Humber have also large programmes in hand, while Singer will run the leaders very close.

A great effort will be made by all firms who market the popular "baby" cars. Austins, after their marvellous performance in the T.T. Race in Ulster, are producing an enormous quantity of their seven-horse-power cars. The Morris Minor is also being produced in large quantities, while the little Singer and the Triumph are making special efforts to capture the market.

The Rover Company will produce a large number of cars, particularly of the new light six model.

(Continued on next Column).

MOTOR NOTES.

POLICE DENY POLICE EVIDENCE.

MOTOR-COACH COMEDY IN A SPEED TRAF.

SERGEANT "FARE"

Four Eastbourne policemen gave evidence for the defence, denying the statements of two Shoreham police constables when, at Shoreham Police Court, four drivers of motor-coaches were alleged to have driven at speeds dangerous to the public.

Police Constables Francis and Miles said that they followed one of the coaches in a police motor-cycle combination through a ten-mile-an-hour speed limit, and their speedometer registered twenty-five miles an hour. Later, the coach increased speed to thirty-three miles per hour.

Mr. Mayo, for the defence, said that this was a case of "providential interposition," for the coach contained a party of policemen, who would give evidence on subpoena.

Passengers' Stories.

Police Sergeant Herbert Stevens, a passenger in the coach, said that the average speed of the coach was ten miles an hour.

Police Constable Brooks said that no one with sense would have made such a mistake regarding the speed. He added that when the coach was stopped one of the two policemen in the combination took off his civilian cap and put on a police cap.

Police Constable Jones asserted that the speed allegations were "ridiculous," and Police Constable Patching claimed that the speed was unusually safe throughout the journey.

The Bench dismissed this case of dangerous driving, but for exceeding the speed limit imposed a fine of 25, including costs.

The charges of dangerous driving against the other three drivers were withdrawn and similar fines inflicted for exceeding the speed limit.

In the more expensive classes some new features will be seen. Bentley Motors will show their four and a half litre super-charged car, which has behaved so magnificently in the hands of Captain Birkin during the last year, for the first time at the Motor Show at Olympia.

Rolls-Royce are adhering to their well-tried Phantom Model, though I understand that a special car is being built on the unit construction principle, that is to say, with the engine, clutch and gear-box in one. Several surprises may be expected in the really small car class, details of which I shall be able to give shortly.

THE AMENITIES OF HAMPSTEAD.

PROPOSED "SUPER-GARAGE."

Great changes in the character of Haverstock-hill, Hampstead, seem inevitable, if a scheme now contemplated is carried out for the formation of a great garage at a point nearly opposite Hampstead General Hospital. Last month a hasty hearing has been put up, saying that "a super-garage" with car-laundry, filling station, and other equipment, is to be built on a site at present occupied by a large and comparatively modern house in extensive gardens at the corner of Orman-road, dominating most of the frontage between that spot and the Hampstead Town Hall.

Opposite to the proposed garage is the great building of the Convent and School of the Sisters of Providence of the Immaculate Conception, and farther along on the same side of Haverstock-hill are some good modern villas. Other houses of a superior type have in the last year or two been built close to the place, now selected for a "super-garage," and it cannot be pleasant for the occupiers of those houses to think of the probable effect on the use and enjoyment of their properties. Haverstock-hill has hitherto been a pleasant and fairly quiet residential thoroughfare, with motor traffic north and south, but, in its Hampstead portion proper, having no businesses except a few small shops and the extensive nurseries of John Russell (Hampstead), Limited, which have, by their display of flowers and shrubs, beautified Haverstock-hill between the Convent and Belgrave Park "tube" station. A "super-garage" seems to put a limit to any further residential development of what has hitherto been one of the most pleasant main-roads in Hampstead.

Northwards, opposite Whitestone Pond, at the summit of the Heath, the site of the mansion known as Bell Moor has been cleared, and a building of great height is expected to be put up there. This cannot fail to be an unwelcome feature of the landscape viewed from across the Vale of Health. Other properties in the district are in the market, and it is fortunate that one large site close by, in Heath-street, which changed hands a few years ago, has been utilized for the erection of a very refined example of modern architecture and good building to house Queen Mary's Maternity Home. Blocks of flats have for some time existed practically on Hampstead Heath, in East Heath-road, and recently the lofty

(Continued on next Column).

WIND TO CLEAN SPARKING PLUGS.

A method of using the wind set up by a motor-car's motion to clean sparking plugs is being tried out. A contrivance attached to the front of the radiator draws in the air and forces it through a saturated material which creates vapours, which are in turn directed into the air stream going into the carburettor.

These burn the carbon, and the waste is expelled through the exhaust. The inventors declare that this device will remove carbon as soon as it is formed, save oil and fuel, and once the device has been fitted the only expense will be the replacement of the saturated material, which will require to be renewed after every five hundred miles running.

gables of these blocks have been repainted white, thus emphasizing their presence by contrast with the screen of elms that has hitherto served to obscure them. Gales wrought such havoc with the elms last winter that it has been necessary to "top" them, so that the flats are now a very prominent feature of the side of the Heath. On the Eastern portion, towards Parliament Hill, the rural character of the landscape has been much impaired by the close building development of what was formerly the wooded domain of the late Baroness Burdett-Coutts.

MOTOR IN POSTAL TRANSPORT.

USEFUL MACHINES.

In the course of a lecture given recently by Mr. F. Lane at the Institute of Transport, in London, considerable information was forthcoming about the history and use of motor cycles in Postal transport work.

In 1902, the Post Office first showed a direct interest in motor transport, when motor cycles, motor cycle combinations and tri-cars were hired for experimental purposes. By 1913 these experiments had developed into practical and satisfactory working, and in 1914 the Post Office made their first outright purchase of 20 motor cycle combinations.

Latest Type.

The advent of the War, however, interrupted the programme, and it was not till 1919 that attention was again given to this method of postal collection and delivery. Light and heavy motor cycle combinations were bought in increasing numbers, and in 1924 solo motor cycles were put into operation for the first time for rural deliveries and collections, and have substantially proved their efficiency. Their use is now being extended to towns. There is every probability of further expansion in the solo motor cycle fleet, which has been found to be a rapid and economical form of transport.

The latest type of motor cycle to be introduced is the 2½ h.p. production fitted with a pannier carrier over the rear wheel or with a light sidecar of 8 cu. ft. capacity.

The present composition of the motor cycle fleet is as follows:—

Heavy motor cycle combinations	54
Lightweight motor cycle combinations	148
Solo motor cycles	235
	437

Use Still Spreading.

New machines are being introduced at the rate of over one a day, and saturation point is not yet in sight. Their distribution throughout Britain is widespread. For instance, motor cycles are in use in remote parts of the Highlands of Scotland and Northern Ireland. The greatest development, however, is in the Midlands, where conditions are particularly favourable. Birmingham and Coventry are constantly increasing the numbers of their light mechanical transport.

For motor cycle driving, efforts are made to secure young postmen in the lower reaches of the wage-scale. Nevertheless, men between 45 and 50 have been successfully trained to ride motor cycles.

Sound inspection and maintenance arrangements are serious problems for the Post Office, in view of the exceptional demands made upon the machine, and although the postmen-drivers are instructed in minor repair work, it is impossible for them to carry out the major

(Continued on next Column).

RAILWAYS AND 'BUSES.'

SUPPLEMENTARY TRANSPORT.

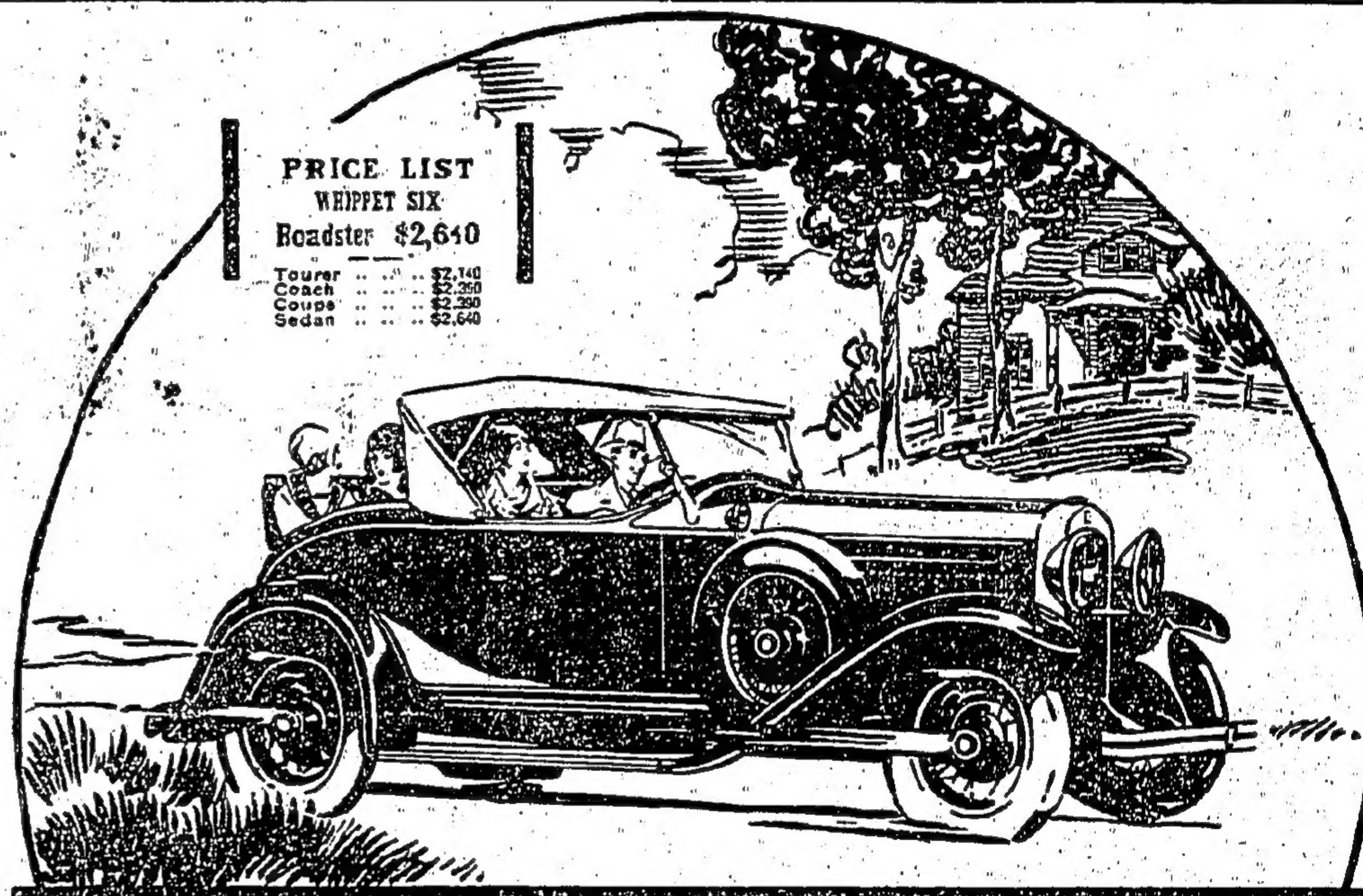
That the automobile is rapidly establishing itself as a valuable adjunct to rail transportation is clearly emphasized by the purchases of Studebaker passenger buses by leading electric and steam railways in the United States.

Owing to the greatly reduced investment and a significant decrease in operation costs, railroads are leaning to supplementary bus transportation, especially for short or inter-city hauls, where this form of travel insures more economical, better, more comfortable and cleaner service to the passenger. Studebaker buses in operation are largely the 115 horsepower, straight eight, parlour car type, designed to accommodate from twenty-two to twenty-five passengers. For intra-city use also, Studebaker buses are in demand. Here, too, the pronounced rider appeal in appearance and comfort plus proved mechanical excellence, economy and quiet operation have brought about wide-spread acceptance of bus transportation.

overhauls, therefore the manufacturer, with an efficient service organization has a considerable advantage over his competitors.

Careful statistics are kept of traffic accidents, which in view of the mileage run and the strenuous demands made upon machines and drivers, are satisfactorily few. In proportion to the number of vehicles employed, the van has the highest accident percentage, followed by the motor cycle combinations and the solo motor cycle, in the order named.

There is considered to be a great future for light motor transport in Post Office work, and the motor cycle is likely to play a prominent part in further schemes of development.



It goes on and on . . . and on

These models of the Austin 7 are ready for immediate delivery

Tourer	\$1,425
Coupe	\$1,690
Saloon	\$1,690

Have you ever watched water gliding smoothly and effortlessly beneath a bridge, never checking, never stopping but going on and on? That is how an Austin travels.

There is no hesitation, no faltering, as it eats up mile after mile of the road. You can find no better companion for long, strenuous journeys. For its reliability and lasting qualities have helped to make the reputation of British motor engineering throughout the world.

The Austin is built to give satisfaction, not for a year, or two years, but for as long as you demand its services. For the man of moderate means the Austin 7 models are an investment which cannot be beaten. It will be worth your while to see one before deciding on your next car.

The Austin Seven

ALEX. ROSS & CO. (CHINA), LTD.
Prince's Building.

Service Stations & Showrooms:

Hong Kong
1a, Chater Road.

Kowloon
Sallybury Road.

BEAUTIFUL in DESIGN ADVANCED in ENGINEERING

IN the new Superior Whippet Six, you see grace of line, richness of colour and artistry of finish such as have never before characterized inexpensive cars.

Longer bodies, sweeping lines, higher radiator and hood, heavy one-piece full crown fenders—all contribute their important elements to the trim, smart appearance that makes the new Superior Whippet



"Finger-Tip Control" — one button operating starter, lights and horn.

Six a car you will be proud to own. In engineering, the new Superior Whippet Six offers many features usually found only on cars of much higher price. It is the only low-priced Six with all these big advantages: full force-feed lubrication, silent timing chain, invar-strut pistons, oversize balloon tyres, big four-wheel brakes and "Finger-Tip Control."

Lower Cost of Operation
(All prices and specifications subject to change without notice)

THE SUPERIOR WHIPPET SIX

Agents:

GILMAN & CO., LTD.
44, DES VŒUX ROAD.
TEL. C. 280.

Garage & Service Station:

"DURO" MOTOR CO., LTD.
132, NATHAN ROAD, KOWLOON.
TEL. K. 228.

WILEYS · OVERLAND FINE MOTOR CARS

MOTOR NOTES.

996 MILES IN TWELVE HOURS.

WOMAN MOTORIST'S RECORD.

One of the most remarkable feats on record was accomplished by the Hon. Mrs. Joan Chetwynd, who, driving a Lea Francis car, covered 996 miles in twelve hours at an average speed of 82.7 p.h. on the Brooklands track. This beat the record held by Mrs. Urquhart Dykes, who had made an average speed of 81.3 p.h. for the twelve hours.

The conditions for the first ten hours were highly favourable, and Mrs. Chetwynd, who was dressed in white overalls and wore a white racing helmet, gave indications during that period that she would break the record. Then heavy rain fell, and Mrs. Chetwynd was faced with difficulties, fading light and a wet surface. Notwithstanding this she drove on with great courage. She averaged 83 p.h. for the first three hours, 83 p.h. for six, 83 p.h. for nine, and 82.7 p.h. for twelve.

BRIGHTER 'BUSES'.

Quite a number of buses painted in the new cream and red livery of the General Omnibus Company have already made their appearance on the streets. As an experiment the first three buses of the latest type were painted with these colours in August, and so successful was the result that the old all-red design is to be entirely abandoned. Each bus will be painted in the new colours, red up to the lower windows and cream above, when it undergoes the overhaul which takes place after every 40,000 miles running. At this rate the change will be complete in about two years' time.

The old London buses were painted in a great variety of colours.

(Continued on next column.)

MOTOR-CYCLING NOT DECLINING.

MAYOR'S ERROR CORRECTED.

The statement by the Mayor of Windsor (Lieutenant Colonel Stephen Wright) at a meeting called to wind up the affairs of the Windsor Motor-cycling Club that motor-cycling was "slowly going out" has drawn a prompt reply from authoritative quarters.

The secretary of the Royal Automobile Club stated: "I can say most definitely that the motor-cycle, whether used for sport, pleasure, or utility purposes, is far from declining in popularity. It is manifestly unfair to draw such an inference from the fact that a certain motor-cycling club has been wound up."

A prominent motor-car club ceased to exist a few months ago, but it would be ridiculous to suggest that this was due to a decrease in the popularity of motor-cars and an increase in the popularity of motor-cycles.

The number of motor-cycles registered has been steadily growing for many years. In 1927, for example, the registrations totalled 881,119; in 1928 the figure was 712,583—an increase of no fewer than 168,536 registrations. This year's 'peak' figures are not yet available, but it can safely be stated that they will show the customary substantial increase. The R.A.C. has a very large motor-cycle membership, which has more than tripled itself during the last three and a half years.

but when the General gained control of a uniform livery of red was introduced. Red was chosen because it does not show dirt or dust as much as the lighter colours, but now that each bus is washed down every night this reason no longer holds, and brighter colours can be used without adding to operating costs. It will make for a smarter streetscape.

THE MINUTE THAT SEEMS A YEAR

By GLUYAS WILLIAMS



WHEN YOU DASH INTO A BUILDING WILDLY
FLAGGING THE ELEVATOR, WHICH
RELUCTANTLY STOPS AND COMES BACK
FOR YOU, JUST AS YOU DISCOVER THAT IT'S
AN EXPRESS, AND YOU'RE GOING
ONLY TO THE SIXTH

10-7 (Copyright, 1929, by The Bell Syndicate, Inc.)

GLUYAS WILLIAMS

DURING THE HEAT WAVE.

There is plenty of humour in the London streets, if anybody listens for it, points out "Contact" in *The Motor*. One day during the summer, when the shade temperature was nearly 90 degrees, the traffic was held up by a Morris-Cowley touring car, loaded in the back, with a camp bed and a chair, from which was hanging a huge bunch of evergreens, while the driver, who was fumbling with his gears, wore

(Continued at foot of next column.)

CRANKSHAFT BALANCE,
UNIQUE SET OF MACHINES.

A unique set of machines has been installed in the Studebaker factory at South Bend, Indiana, for checking the static and dynamic balance of crankshafts. Twelve such machines, representing an investment of \$61,000 are in use.

The device, which in appearance resembles a steel frame cradled on a strong plant leaf spring, registers every inaccuracy in distributed weight which tends to throw the crankshaft off-balance. In use, the crankshaft is attached to the machine and rotated at a given rate of speed. Any inaccuracy in balance sets up a steady vertical wobble in the leaf spring. This motion is in turn transmitted to a calibrated dial, the pointer of which swings back and forth in synchronized harmony with the swaying of the spring.

Maintenance Arrangements.

By noting the size of the field through which the pointer oscillates and by consulting a chart, a skilled operator can determine, not only the degree of unbalance, but also its exact position on the crankshaft.

These unbalanced positions are then marked by the operator, who also indicates the amount of compensation needed to bring the forging into balance and the proper amount of stock to be machined off. When the stock has been removed, the crankshaft is again submitted to the test, until finally approved and passed.

Every crankshaft produced in the Studebaker machine shop must undergo this critical inspection, the results of which are found in the lack of vibration, smooth transmission, quick response and long life of bearings for which Studebaker motor cars are world renowned.

INCREASED TYRE
PRODUCTION.GOODYEAR COMPANY'S
ENTERPRISE.

More tyres are being built every day by the Goodyear Tyre and Rubber Company than by any other company in the world. This high record of tyre production is maintained through the remarkable output of Goodyear's world wide factories. The most recent demonstration of this was the building of its one millionth tyre by the Goodyear factory at Wolverhampton, England, on July 31, 1929.

The first tyre was built at this plant by Goodyear on December 15, 1897, when the rate of capacity was 2,000 tyres a day. Its output now has moved steadily forward and is hitting the 3,000 mark.

The Wolverhampton factory is the sixth factory established in the world by Goodyear. Recently, another tyre building factory was dedicated at Gadsden, Alabama, U.S.A., making the seventh Goodyear factory in the world.

In addition to these tyre building factories, Goodyear maintains its own cotton mills, coal mines and cotton and rubber plantations.

a top-hat, an overcoat and a white silk muffler.

Leaving out of his driving seat the driver of an L.G.O.C. omnibus, whose further progress was barred, smiled benevolently at the top-hatted one and asked:

"Where have you been 'opping'?"

COACHING COME-BACK.

PUBLIC TAKING TO THE
ROADS.

The "coaching" boom, which a few years ago challenged the railways as the railways challenged and conquered the coach of Tony Weller's time, has this season broken all records for the number of passengers carried and the number of new vehicles placed in service. Transport firms cannot get coaches quickly enough from the manufacturers, and the British commercial vehicle industry is working at the highest possible speed.

"There is no doubt that Britain has definitely entered on a twentieth century coaching era," said a member of one of the largest firms of motor-coach owners. "At the present time between 20,000 and 30,000 passengers a week are being carried all over the country by motor coach. Our firm alone is carrying well over 600 passengers a day on one route to the West of England. We have just started a new service to Lyme Regis, Teignmouth and the Devonshire resorts, charging 20 shillings return. It has proved an immediate success, and we have 25 buses running every day."

Another firm stated that they had placed orders with British manufacturers running into several thousands of pounds for new buses.

Million Miles a Year.

"We run services to Penzance and Newquay," said an official of the company, "as well as up the East Coast to Newcastle and also to Harrogate, and every coach is filled to capacity. Our difficulty is to get enough vehicles. The manufacturers are turning them out as fast as they can, but they are tremendously busy with orders from dozens of different transport firms. We could get additional motor coaches from abroad, but from experience we have found that it pays to wait for the British product. Our vehicles travel a million miles a year."

"We are convinced that one of the main reasons for the present great popularity of road travel is that the public have found out that the up-to-date motor coach is as reliable as a railway, train and every bit as punctual."

24,000 Order.

One transport company running to Cardiff has found the service so popular that they have had to duplicate it. This has necessitated an urgent 24,000 order for twenty new coaches, from a British firm.

"Practically every commercial vehicle manufacturer in the country is working to full pressure," said an official of the Society of Motor Manufacturers and Traders, discussing the effect of the coaching boom on the motor trade of the country. "The industry is in an extremely healthy condition. Most motor coach proprietors buy from British firms as Britain has an acknowledged international reputation for commercial vehicles. This season has seen an increase in the total carrying capacity of vehicles licensed as 'Hackneys' of just under 200,000 seats. There are more than 95,000 'Hackneys' on the roads to-day, and the tendency is for the large seating capacity vehicles to increase, while the smaller decrease."

"Passenger-carrying road vehicles pay 12 per cent. of the total motor taxation receipts."

"ALIBI"

HEAR WHAT YOU SEE!

THE 100% ALL-TALKING
UNDERWORLD DRAMA

AT THE
QUEEN'S TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20

STAR

DOLORES DEL RIO

"REVENGE"

FINAL SHOWINGS TO-DAY at 5.30 & 9.20.

WORLD

IRENE RICH

"THE SILVER SLAVE"

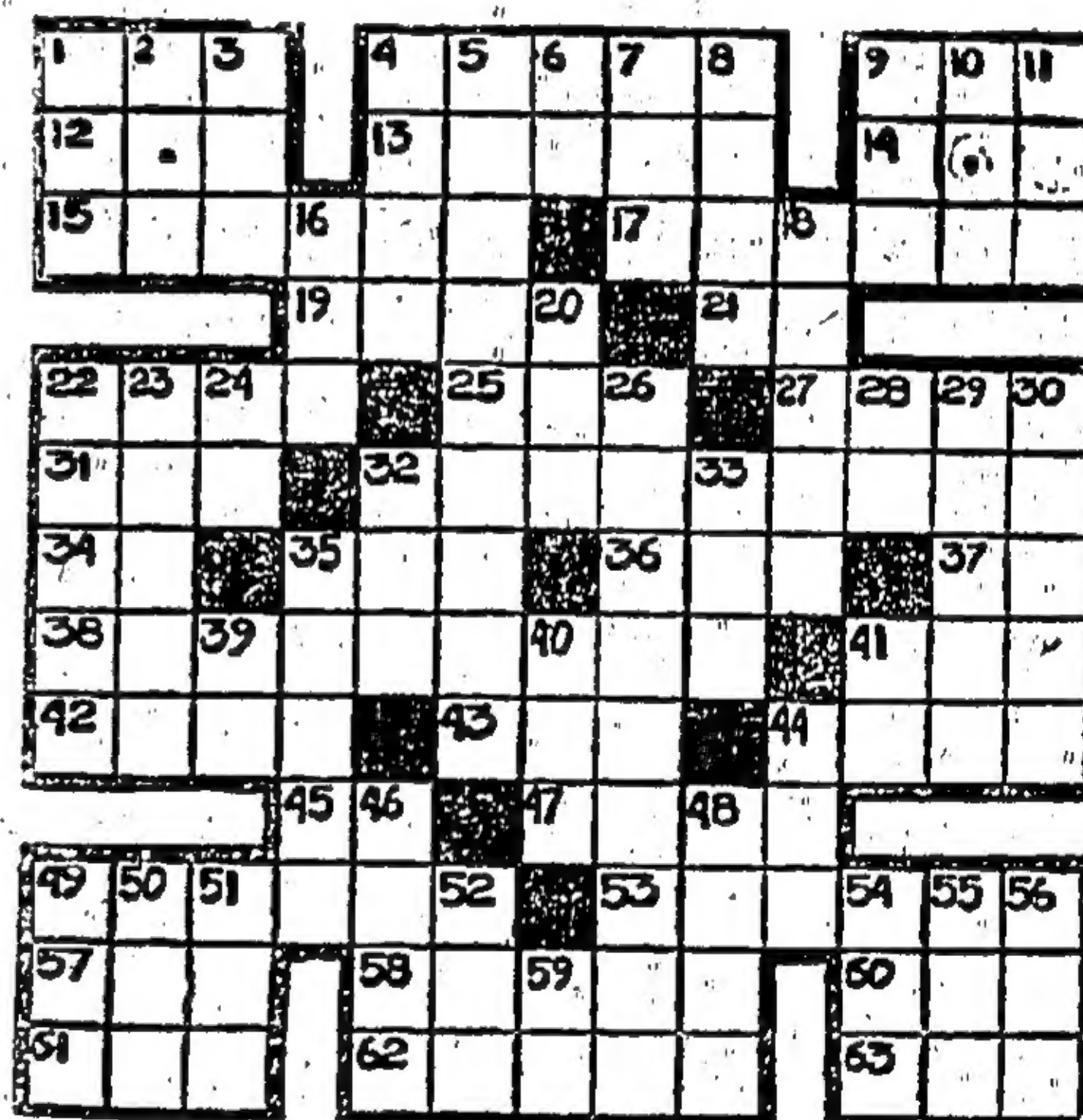
FINAL SHOWINGS TO-DAY Continuous 1.15 to 11.15.

HUMOUR: ANCIENT AND MODERN.

Moser: "Ah beah's yo' wife is gettin' all uppity those days wif a new secondhand hat and such stuff."
Rastus: "Dat's so, brother. De next thing Ah knows dat woman'll be wantin' shoes."

"Hard-workin' little wife you've got, Bill," said the traveller to the small shopkeeper as he watched the man's wife busy in the shop.
"My word, yes!" replied the shopkeeper. "I only wish I 'ad a couple more like 'er!"

CROSSWORD PUZZLE.



Horizontal.

- 1.—To weary.
- 4.—Droopy.
- 9.—A worm.
- 12.—Frozen water.
- 13.—Boundary.
- 14.—Meadow.
- 15.—Neglectful.
- 17.—Drugging.
- 19.—Experiment.
- 21.—Pronoun.
- 22.—Public vehicle.
- 25.—To consume.
- 27.—Piece for three.
- 31.—Respect.
- 32.—Of consequence.
- 34.—Mother.
- 35.—Globe.
- 36.—Beam.
- 37.—By.
- 38.—Common.
- 41.—A number.
- 42.—Withered.
- 43.—Age.
- 44.—Belgian river.
- 45.—Musical note.
- 47.—Margin.
- 49.—Declares.
- 53.—Equipment.
- 57.—Wage.
- 58.—Parts of ears.
- 60.—Mineral.
- 61.—Part of to be.
- 62.—To cut.
- 63.—An insect.

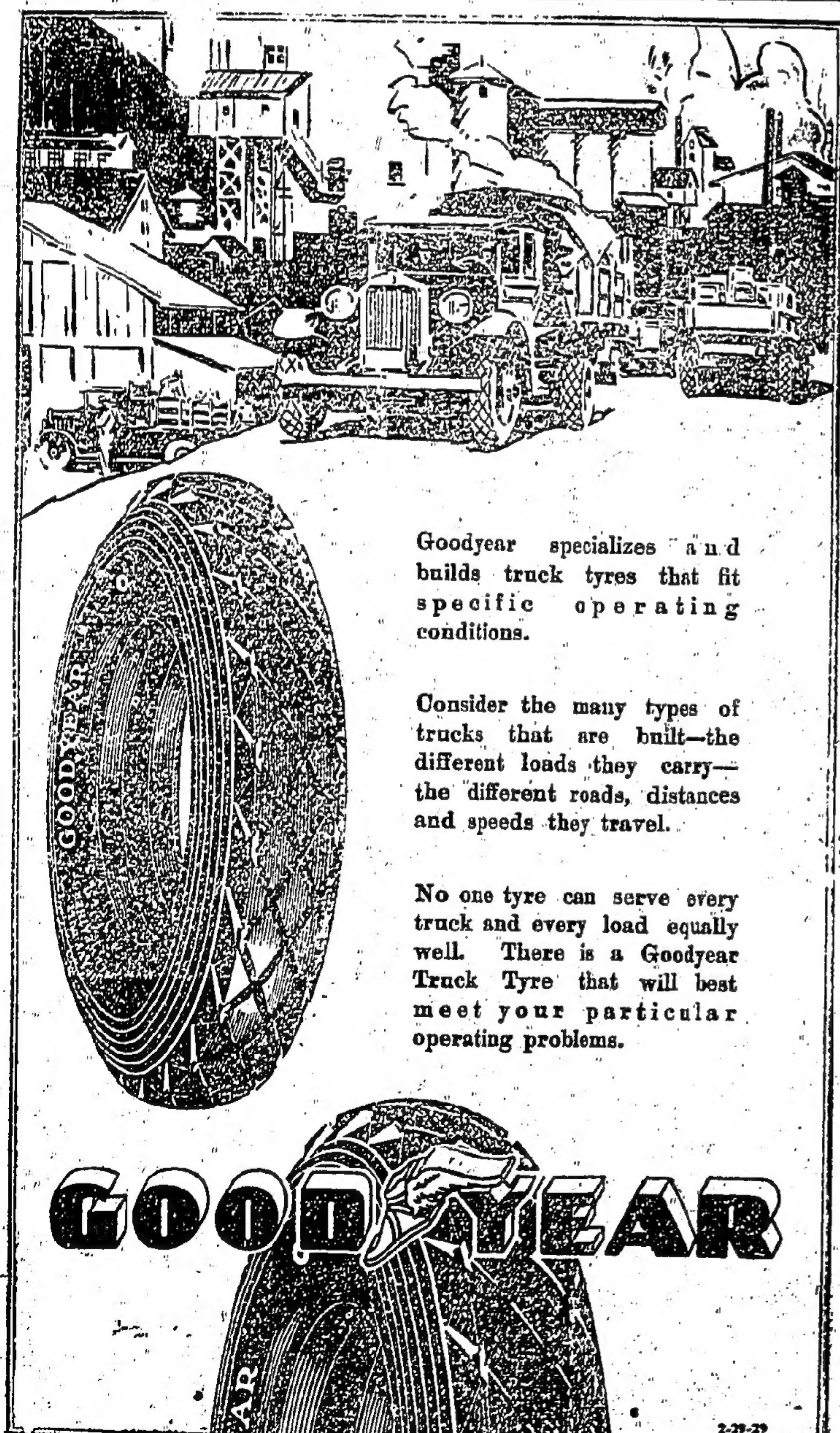
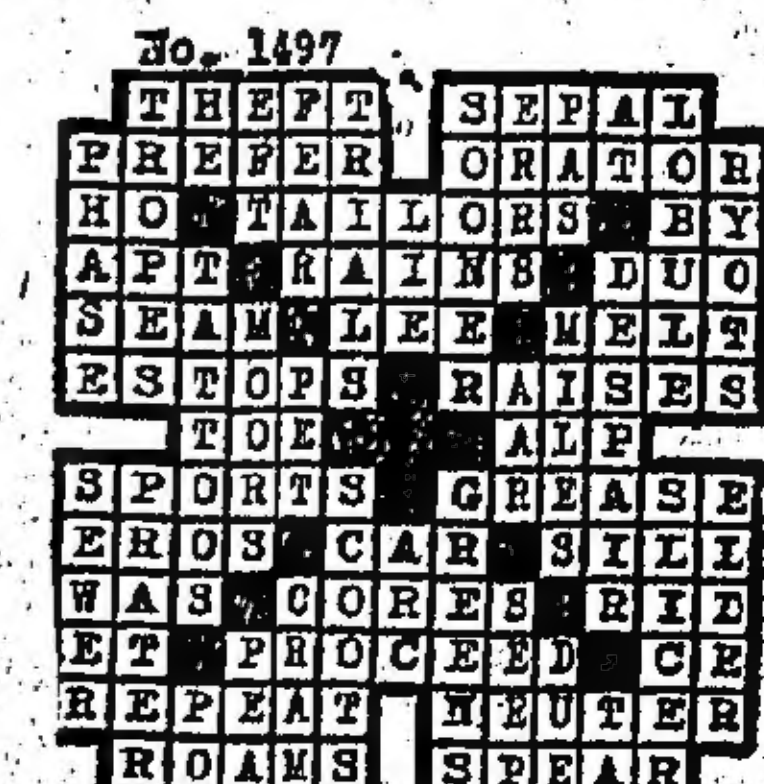
Vertical.

- 1.—An evergreen.
- 2.—High card.
- 3.—Jewel.
- 4.—Otherwise.
- 5.—To make false appearance.
- 6.—Type measure.
- 7.—Among.
- 8.—Small particle.
- 9.—Man's name.
- 10.—Japanese coin.
- 11.—To sink in middle.
- 16.—Pronoun.
- 18.—Trivial.
- 20.—Faucet.

- 22.—Temporary settlements.
- 23.—Cognizant.
- 24.—To exist.
- 26.—Storm.
- 28.—Sun god.
- 29.—Silly.
- 30.—A least.
- 32.—Man's name.
- 33.—Rodent.
- 35.—Open.
- 36.—Comparative suffix.
- 40.—Before.
- 41.—Bone.
- 44.—Sill.
- 46.—Long fish (plural).
- 48.—To make extravagant show of sentiment.
- 49.—Watering place.
- 50.—Sailor.
- 51.—Affirmative vote.
- 52.—Heavenly.
- 54.—Watch charm.
- 55.—Anger.
- 56.—Golf's mound.
- 59.—Symbol for barium.

This puzzle took 22 minutes to solve. See how long it will take you to solve it.

YESTERDAY'S SOLUTION.



Goodyear specializes and
builds truck tyres that fit
specific operating
conditions.

Consider the many types of
trucks that are built—the
different loads they carry—
the different roads, distances
and speeds they travel.

No one tyre can serve every
truck and every load equally
well. There is a Goodyear
Truck Tyre that will best
meet your particular
operating problems.

DISTRIBUTORS:

ALEX. ROSS & CO. (China), Ltd.

Prince's Building, 2nd Floor.
Telephone: C. 27.

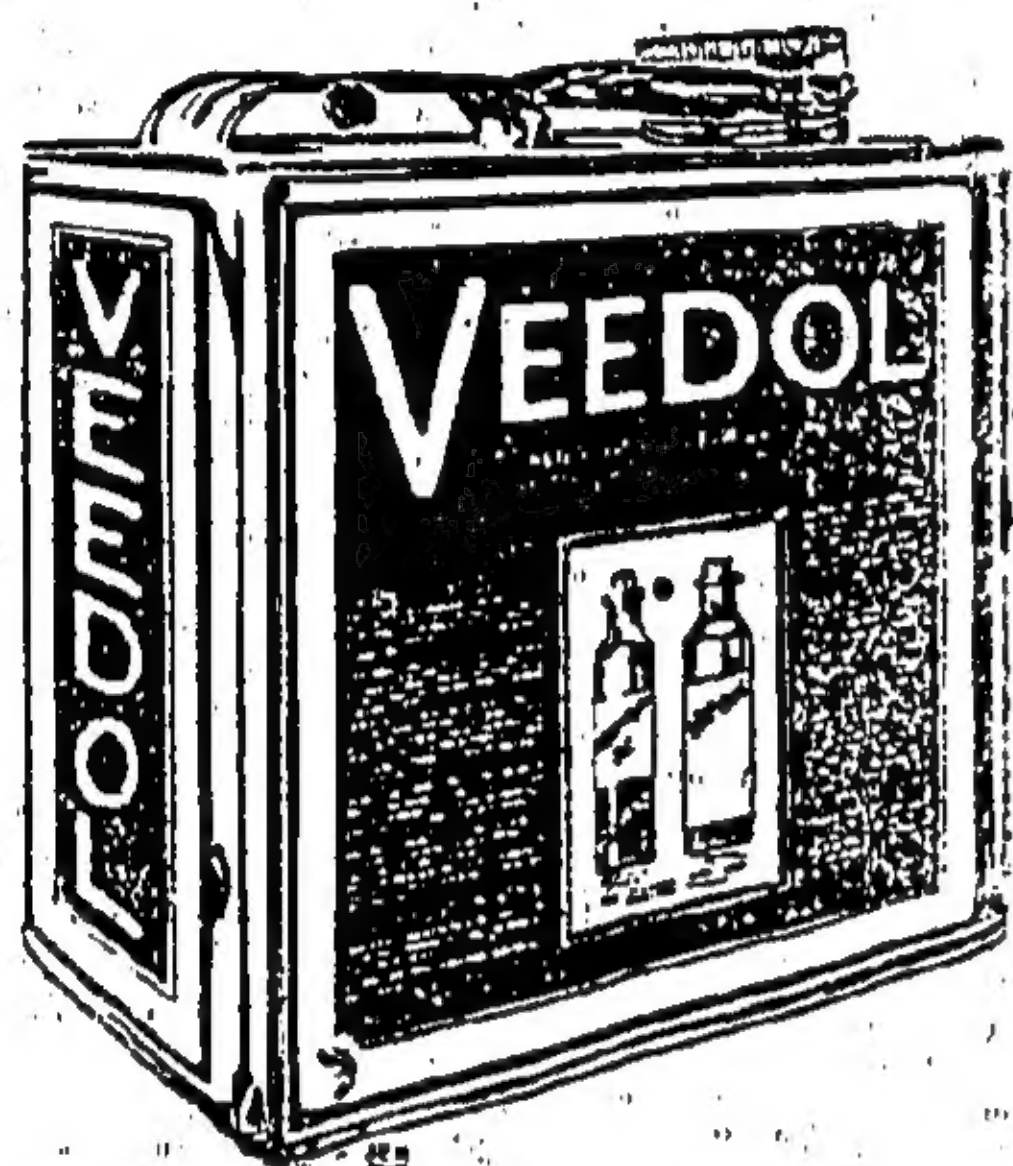
HONG KONG.

Kowloon Service Station.
Telephone: K. 1436.

THIS is to inform discerning buyers that Mackintosh's have now in their windows and showcases a personally chosen selection of Autumn styles for men.

EVENING CLOTHES
MORNING DRESS
INFORMAL WEAR
SPORTS KIT.

Correct Lubrication means longer life to Engines and Machinery by reducing wear and tear.



VEEDOL

The Economical Lubricating Oils and Greases.

ALWAYS IN STOCK.

The Tide Water Oil Company.

SOLE AGENTS:

JARDINE ENGINEERING CORPORATION, Ltd.

Pedder Street, Hong Kong.

Tel. Add: Jardeng.

Phone: C. 3351.

(A.P.R.)

WHITEAWAYS

FOR

THE HOME

NEW HOUSEHOLD DRAPERIES

Our Furnishing Showroom is at present just the right place for Economical Housewives who are fixing up Curtains, Loose Covers or Household Linens for the coming season.

We are now showing an excellent display of Curtain Nets, Cretonnes, Table Linen, Sheets, Blankets, in fact everything for the Home.

Our Cash Prices will also appeal to all those who demand ECONOMY and QUALITY in their purchases.

COME AND LOOK AROUND.

FIRST FLOOR SHOWROOMS.

WHITEAWAY, LAIDLAW & CO., LTD.
HONG KONG.

IN BANDITS' HANDS.

MR. CECIL SMITH'S EXPERIENCES.

A CHRISTIAN, AN ENGLISHMAN AND AN IMPERIALIST.

Writing in the N.-C. Daily News from Tsingy Kwei, Mr. Cecil Smith, who was recently captured by bandits, gives the following account of his experiences:—

You will probably have heard of our capture at Yunging on the night of September 11 by robbers of Szechuan owing allegiance to General Li Hsin of the 43rd Army Corps, of their looting that market place and setting fire to it, their carrying off a number of men and women, including myself and my Christian servant. He might have escaped, but concern for his master restrained him and he was taken off too.

I said we were "carried off," it would be more correct to say we were driven like cattle in pouring rain, with but little clothing and no covering on our heads, in the dark.

The next morning we reached the City of Fengchuanhsien (formerly known as Lungchuan) where I was arraigned before the Brig-General Colonel, Mayor and smaller grades on three counts. First, that I am a Christian deceiving the people; second, that I am an Englishman and so the enemy of China; and third, that I am an Imperialist. My answer was: I readily acknowledge that I am a Christian, but I do not deceive people. I admit that I am an Englishman but not an enemy of China. I have been 38 years in Kweichow and do not understand what you mean by "Imperialist."

An Impossible Demand.

I was then told that I must write and get guns and ammunition for them from England. I reminded them that, even if I had the money to pay for all this, the British Government would not allow such to be exported to China, nor would the Chinese Government allow importation. Whereupon, I was told that I must pay a ransom of \$300,000 or I would be shot. My reply was that I am in their hands, I am over 60 years old and not afraid to die, but that it was impossible for me to pay even one hundredth of that amount. After an extraordinary lot of abuse and swearing they left me for a while.

That evening we were again hurried off in the rain and dark. The next day we were driven along for 23 miles or more till I was in a state of exhaustion. At night we had to sleep (if we could) in our soaking garments. The fourth day we reached Anko where we were held prisoners for five days, alternately threatened and enjoined in the hope of getting a promise to pay. At one time they were going to torture me and I said, "I cannot bear pain so will probably promise anything you demand, but I tell you beforehand that such promise won't hold good." So they untied my hands again.

Release at Last.

Eventually, thanks partly to the good offices of the German Roman Catholic priest, Father Baumeister, and his Chinese assistants, and partly to the fact that Government troops were in pursuit and had written imperatively demanding my release, we were freed but I had to pay \$50 as "comfort money" (1-1) to the men actually holding me and another \$50 to their lieutenant and to sign a paper disclaiming any intention (I had none) of demanding compensation of them for loss and damages sustained. The next day General Che of the 25th Army Corps suddenly arrived and my ex-captors fled indiscriminately, a number being killed and some captured and executed.

When I left Kueiyang on August 21 my objective was the City of Szennan in northeast Kueichow, and after 12 days travelling from Kueiyang at Yunging the robbers robbed me of everything so that, if they had not taken me to Anhua (Tehking), I could not have gone on. As it was, I was able to go on in two days to Szennan and attend to the matters calling for attention. I am now on my way back to Kueiyang.

A Faithful Servant.

Some people delight in sneering at the "rice Christians" in China; my servant, Chen Kai Yu might have considered his own safety and escaped. Love for his master decided him to go with me and share my sorrows. I owe him a big debt.

Broadstairs.—Frank William Hall, 27, insurance agent, of Osborne Road, Broadstairs, was found shot through the heart at the Ramsgate miniature rifle range. It is believed that he fired four rounds and that he was peering through a telescope to see where his last shot had gone when he fell forward on to the rifle.

"EMPRESS" CAPTAIN FINED.

LANDING DOG WITHOUT A PERMIT.

QUARANTINE REGULATIONS MUST BE KEPT.

Capt. S. Robinson, C.B.E., R.D., R.N.R., master of the C.P.R. liner Empress of France, was summoned before Mr. T. S. Whyte Smith at the Kowloon Magistrate's yesterday for allowing Chiu Fei Yo, a passenger, to bring his dog ashore from the ship without the necessary permit. The passenger was also summoned for importing the dog into the Colony without either the necessary permit from the Colonial Veterinary Surgeon or a quarantine permit.

A Chinese appeared in Court on behalf of the passenger and informed the Magistrate that the latter had gone to Macao. He produced a certificate from the H. Hyodo's Veterinary Hospital in Shanghai, but Sergeant Kelly, who prosecuted, said that although it certified the dog as healthy, the certificate was not valid in Hong Kong.

No Notices On Board.

In reply to the Magistrate, Capt. Robinson said that there were no notices on board notifying the passengers that dogs could not be imported without a permit. He was aware of the regulation issued some three years ago but assumed that it applied to animals kept by the ships' officers. Referring to the dog in the present case Capt. Robinson said that he was unaware that it was on board.

Sergeant Kelly handed the Magistrate a chit showing that the passenger had paid \$4 gold for the dog's passage. An officer accompanying Capt. Robinson remarked that the chit had been issued by him, but he had overlooked the dog's landing.

ADVICE FOR INVESTORS.

READERS are reminded that inquiries relating to the share market are answered on page 10 every Tuesday by "Kufan." Letters should be sent to this office, and must be accompanied by writer's name and address, not for publication. Letters should be addressed to "Kufan," care of the Editor.

Heavy Penalty Asked For.

Sergeant Kelly told the Magistrate that he had been instructed by the Colonial Veterinary Surgeon and the Deputy Superintendent of Police to ask for a heavy penalty. The present case would not have been discovered had he not happened to see a strange dog in Kowloon Tong and instantly asked to see the licence. It was in a healthy condition but it might have been suffering from any disease. It was very difficult to trace such offences and it was a thing that often happened. He did not, of course, mean that it happened on the "Empress" boats.

Dog Licensed In Hong Kong Before.

Sergeant Kelly also told the Magistrate that the dog had been licensed in Hong Kong in 1923. It was taken to Shanghai in April and returned on November 4. The owner must have been conversant with the local regulations.

His Worship: Do you submit that it is a more serious thing than having a dog here without a licence?

Sergeant Kelly: The seriousness of it cannot be too fully emphasised.

Not Wholly to Blame.

Addressing Capt. Robinson, His Worship said that he quite realised that the master was not personally to blame, but he was afraid that he would have to take a certain amount of responsibility. His Worship was quite ready to believe that Capt. Robinson did not know that the dog was on board, but he (His Worship) would have to impose a penalty.

Capt. Robinson remarked that it had never happened before and was never likely to happen again. The dog had been found on board after the ship left Shanghai and the purser had charged the owner for its fare. It was not on the ship's manifest.

His Worship said that he would regard Capt. Robinson's offence as a technical one, but of course, he had to consider what would happen when a vessel not so well-known as the "Empress" came in. They could not have one law for the big ships and another for the smaller ones.

Capt. Robinson: No, no; not at all. We come here often, and this is the first time that it has happened.

The owner of the dog was fined \$25, while Capt. Robinson was fined \$5.

THE TOUTING NUISANCE.

TROUBLESOME CHAUFFEUR FINED.

POLICE SIGNAL UNHEEDED.

Before Mr. A. W. G. H. Grant-ham yesterday, a Chinese driver was summoned on four counts, viz., touting for fares, driving on the wrong side of the road, negligent driving and disobeying orders of a Police Sergeant.

Giving evidence, Sergeant S. J. Macnamara stated that on November 2, he was in Des Vaux Road Central, near Gilman Street, when he saw car No. 340 approaching him. A moment later it cut across the road and called to some pedestrians. His efforts did not result in his getting a fare and he returned to the proper side of the road, only to cut across again a moment later to tout for another fare. Witness said that it was at this stage that the chauffeur apparently noticed him (witness) and accelerated, pulling up at Gilman Street, where he managed to get a fare. In the meantime the witness had signalled the chauffeur to stop, but no notice was taken of the signal.

The defendant explained that he cut across the road on being called by a party of Chinese who wanted to hire his car. A bargain could not be struck and he moved off again and later succeeded in picking up passengers. He did not know what the Sergeant was trying to tell him, and added that he had known that the Sergeant wanted to stop, he certainly would have done so.

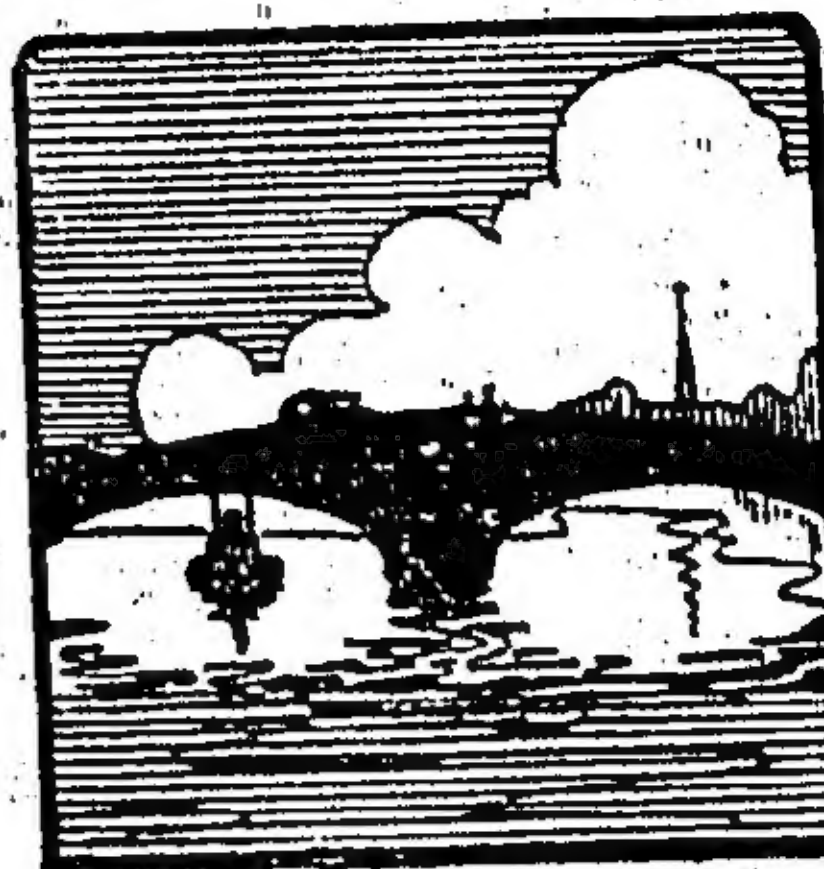
In convicting, the Magistrate said that there might have been some doubt about the first occasion when witness cut across the road, but there could have been no doubt about the second occasion. The defendant had admitted crossing to the wrong side of the road and the whole circumstances of the case aggravated his offence. Fined \$25.

ENROLMENT OF A NEW SOLICITOR.

MR. ARTHUR COVEY JOINS LOCAL FIRM.

An application was made by the Attorney-General, the Hon. Sir Joseph Kew, K.C., before the Chief Justice (Sir Henry Gollan) for the admittance of Mr. Arthur Covey as a solicitor and proctor of the Supreme Court. The Attorney-General said that Mr. Covey had practised in various parts of the British Empire, but in (Continued on next column).

K. M. A. CERAMIC & REFRACTORY PRODUCT

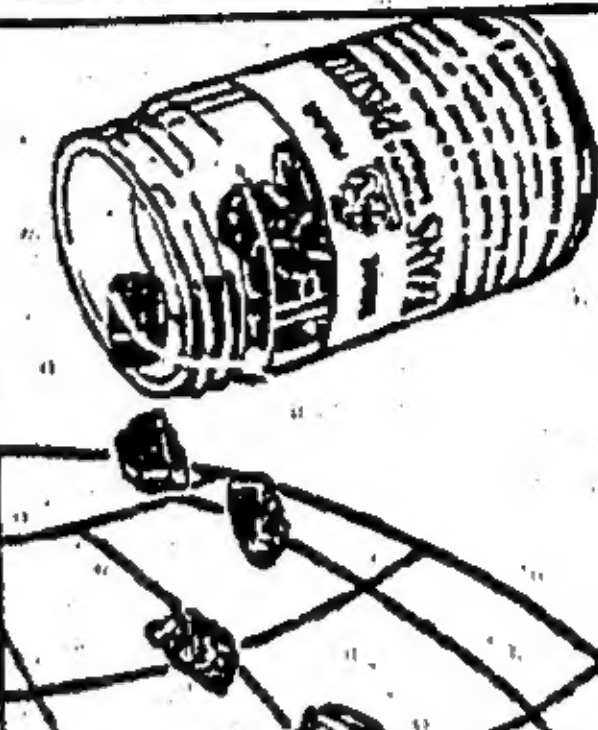


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view of the fact that he had not recently practised in England he had applied for exemptions from the requirements of the Legal Practitioners Ordinance, 1871. One exemption related to the certificate that Mr. Covey's name was still on the Rolls in England, and the other related to a certificate of his fitness of character from two English solicitors. The Attorney-General submitted that other documents filed in lieu sufficiently covered the requirements. He also asked for exemption from the four months' notice which should be given to the Registrar, as the Law Society had registered no objection.

His Lordship allowed the exemptions, and in granting the application, he wished Mr. Covey every success.

Mr. Covey was admitted to act as a solicitor of the Supreme Court in England in November, 1894, and in March, 1918, he was admitted to practise as a solicitor of His Majesty's High Court at Uganda. In 1922 he resided in Prince Rupert, B.C., Canada, and in the following year he was employed in the Registry of H.B.M. Supreme Court at Shanghai, being later admitted to practice.

Mr. Covey has joined the local firm of Messrs. Geo. K. Hall Brutton & Co.

GRAND CONCERT

(arranged by Mr. H. Oro)

IN AID OF

St. PETER'S CHURCH YOUNG MEN'S CLUB

AT

THE CATHEDRAL HALL

THURSDAY, NOVEMBER 14th

At 9.15 P.M.

ARTISTES

Mr. H. Oro

Mrs. C. Bonenfant Mrs. J. D. Valentine
Mr. C. Bonenfant Capt. J. L. P. Macnair
Mr. Li Chor Chi

ADMISSION:—\$2

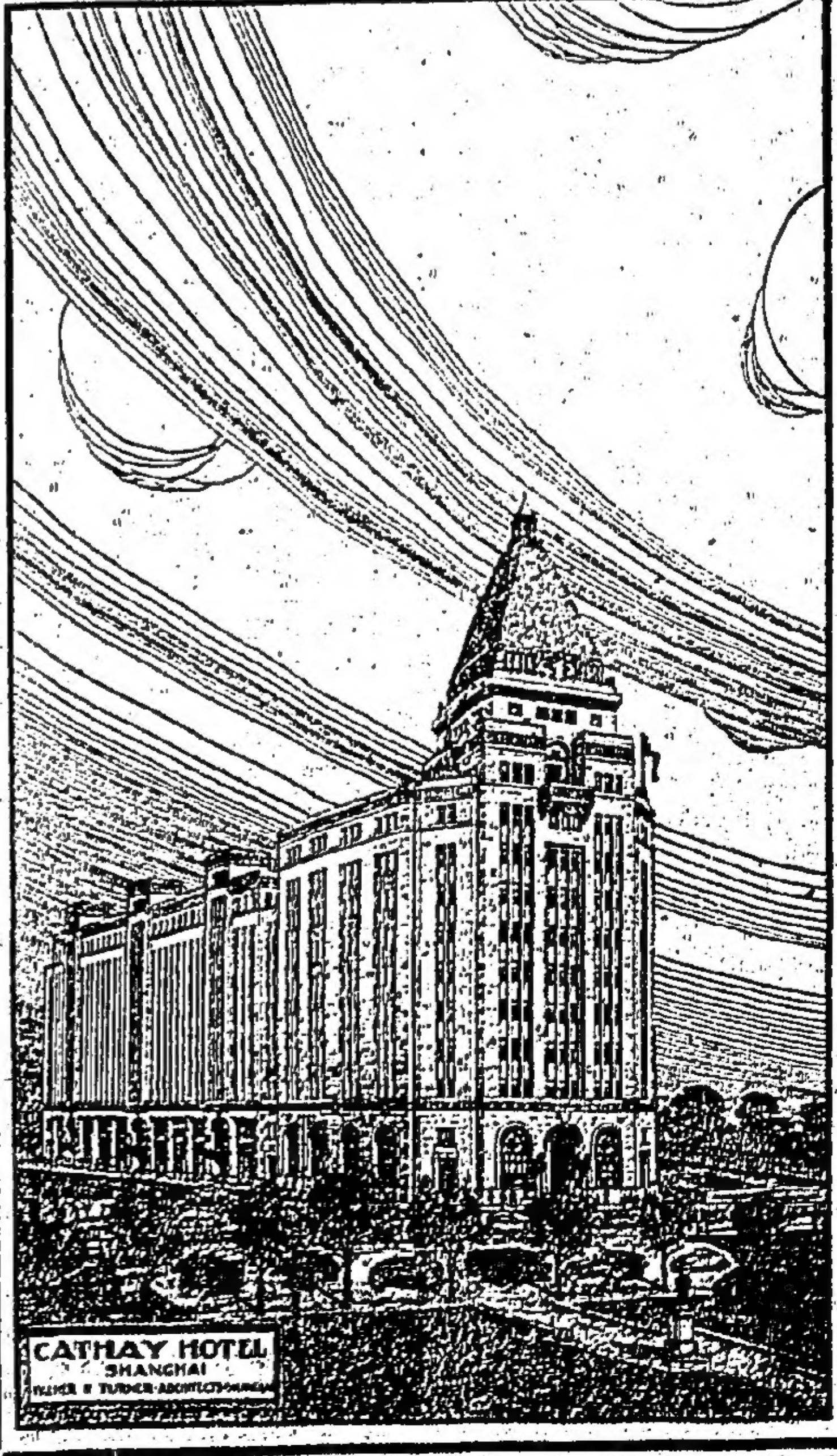
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CABLE ADDRESS:—

"CATHOTEL,"

SHANGHAI.

THE "IRONSIDES" REPULSED?

KWANGSI GAINS ABANDONED.

CANTON NOW THEIR OBJECTIVE.

The "Ironsides" have a knack of cropping up fresh and ferocious after a period of quiescence, during which their opponents have announced that "the whole force is annihilated."

It seems fairly certain, however, that despite the success of their centre in taking Kwei-n and Ping Lok, the left and right sections were held up by Chen Tsai Tong's Cantonese troops and the advance down the Kwei River upon Wuchow has been abandoned.

According to our Canton correspondent and also the Chinese Press, the "Ironsides" are marching along the Hunan-Kwangsi border with the idea of striking the North River and the Canton-Hankow Railway. If they can do that the way to Canton lies open!

The threat to Wuchow may have been a diversion, but this is unlikely as the Cantonese troops, with the West and North Rivers and the Canton-Hankow Railway as their line of communication can move more quickly than the "Ironsides."

It is said that the Kwangsi Generals refused to let Chang Fat Fui pass through the province on the way to Kwangtung and their stout resistance has upset his plans.

Meanwhile the Canton higher command has hastily withdrawn the 6th Division and the 6th and 7th Divisions from Kwangsi and is rushing them in a fleet of junks to Northern Kwangtung. There are two full divisions already in the Northern part of the province and the confidence of the Southerners is reflected in the speech, given below, by General Chen Ming Shu.

CHEN MING SHU'S CONFIDENCE.

NO CAUSE FOR ALARM IN CANTON!

[FROM OUR OWN CORRESPONDENT]

CANTON, Nov. 12.

"The campaign against the remnants of Chang Fat Fui's army is meeting with great success and the insurgents are rapidly being hemmed in by the Kwangtung-Kwangsi troops," asserted General Chen Ming Shu in a speech delivered on Monday, before a large public gathering at Provincial Kuomintang Headquarters. The head of the civil administration of Kwangtung appeared to be confident of the result of the war, notwithstanding the big "Ironsides" gains in Kwangsi.

"During the last six months," he continued, "Kwangtung has been at war twice. Naturally people are apprehensive, but I can assure them that nothing disastrous will happen. I am responsible for the maintenance of peace and order, and I shall fulfil my task. I very much deplore the common idea that Chang Fat Fui is rapidly approaching Kwangtung. This will not happen. People's fear of him is rooted in the ghastly holocaust which he allowed in Canton when he was last here. I therefore sympathise with this fear and I can assure you that we shall prevent a recurrence of such an upheaval in Canton."

"With regard to the present campaign against the remnants of Chang Fat Fui's army, General Chen Tsai Tong and I had everything prepared long before the insurgents entered Kwangsi. We had dispatched adequate forces to Wuchow and I went there personally to complete the plans in compliance with the wish of General Chen Tsai Tong. Then a couple of days ago I went to Shingwan to confer with General Tan Tuo Yuen at his request. The forces of the Two Kwangs, as far as I can see, are far superior to those of the insurgents and we have nothing to fear."

"At present our troops are surrounding Chang Fat Fui in the vicinity of Pinglok and Hohen. Victory is a foregone conclusion and the whole situation is well in hand. The strength of the enemy does not exceed 10,000 and they are worn out and disheartened by their long and weary march. What chance have they against six Cantonese divisions, in addition to our Kwangsi allies? As far as I can see the only course open to Chang Fat Fui is to surrender, or he will face the alternative of annihilation!"

"TO CAPTURE CANTON OR DIE!"

AN IMPRESSION OF "THE IRONSIDES"

[FROM OUR OWN CORRESPONDENT.]

CANTON, Nov. 12.

The "Ironsides" are reported to have changed their plans for invading Kwangtung. Instead of driving down the Kwei River through Chao-ping and Wuchow, they are said to be taking a round-about route through the Hunan-Kwangsi border, hoping to enter Kwangtung at Lingnan and the Little North River. The movements of General Chen Tsai Tong's troops in the North River district bears out this report.

A merchant who has just returned to Canton from the interior of Kwangsi said in conversation with the writer that Chang Fat Fui, the leader of the "Ironsides," was determined to capture Canton. Every one of his men, the merchant went on, was wearing a red band around his arm. On each red cloth band the following words were written: "To Capture Canton or Die."

Continuing, he said that Chang Fat Fui was not a Communist, although a Leftist. The "Ironsides" leader is reported to have remarked he wanted to return to Canton to prove to the people that he was not a Communist. But the consensus of opinion in Canton is that it would be "more better" if he stayed away.

STRICT CENSORSHIP IN CANTON.

The Canton authorities have ordered that no more news concerning troop movements in the Two Kwangs shall be published in the local newspapers. A circular letter to this effect has been sent to the editor of every paper here. The circular adds that this will save the censor work in deleting news from proofs sent in for approval.

SUN YAT SEN'S BIRTHDAY.

CELEBRATION AND PRO-PAGANDA IN CANTON.

[FROM OUR OWN CORRESPONDENT.]

CANTON, Nov. 12.

Canton is enjoying a general holiday today in honour of the birthday anniversary of the late Dr. Sun Yat Sen. All the Government buildings, public schools, guild houses and labour headquarters are being brilliantly decorated, and *parades* have been erected over the principal thoroughfares of the city, and are illuminated with a blaze of electric lights at night. In front of each hangs a large picture of Dr. Sun.

The main celebration was held at the Provincial Kuomintang Headquarters, Tai Tung Road. Government officials, from General Chen Ming Shu downward, met to celebrate the occasion and speeches praising the late director of the Kuomintang were delivered, and the usual ritual carried out. In the evening from 7 to 11 p.m. plays and acrobatic displays will be given in the Province Assembly, the Police Clubhouse, the Provincial Educational Association Building, and other public places. No admission will be charged, and every one is cordially invited to attend.

Sun Yat Sen University is especially colourful today, the front entrance, campus, auditorium, and Administration Building, all being beautifully decorated. The celebration will include a review of the university cadets on the campus, and a meeting of the student body and faculty in the auditorium. Intensive propaganda among the people is also being conducted by the Kuomintang. The streets are plastered with slogans about Dr. Sun, the Nationalist Movement, and the necessity of destroying all the reactionaries. Special mention is made of Chang Fat Fui, Feng Yu Hsiang and all the evil-minded people supporting them.

MR. CHOW MIN CHO RESIGNS.

SUSPICIONS OF THE MILITARY.

According to the vernacular Press, Mr. Chow Min Cho, the managing director of the Central Bank of China in Canton, has been at last permitted to resign. He went to Nanking sometime ago to interview the Central Government on the subject and now Mr. Lin Tser Chi has been appointed to succeed him. Mr. Lin is the manager of the Central Bank of China in Foochow and chief auditor of the Central Bank in Canton. He is now in Shanghai, but is expected back in Canton in the course of the next few days.

Mr. Chow Min Cho has put forward three reasons for his wish to resign. That the military men are not satisfied with him; that he was unable to raise sufficient funds to meet the demand of the military; and that he was suspected of a leaning towards Chang Fat Fui because during the latter's regime in Canton, he was Commissioner of Finance of Kwangtung. It is understood that Mr. Chow will go abroad.

POPPY DAY COLLECTION.

THE COMMITTEE'S THANKS.

It is impossible as yet to give definite information as to the total amount collected in Hong Kong, Kowloon and South China, as various areas have not yet sent in their returns. It seems, however, evident that the results of street collections are better than last year. On the other hand the attractions of Interport Cricket, had the effect of reducing the returns from the usual auctions and football match. Further auctions are still to be held and the Committee sincerely hopes that they will receive good support, and that a really satisfactory sum of money be sent home to this great Fund.

Very unfortunately, however, the Committee has to face remitting home at a most unfavourable rate of Exchange as compared with last year and this will make a very large difference when it comes to changing the money into sterling.

In yesterday's editions of the local Press mention is made of those ladies and gentlemen who so kindly and enthusiastically assisted in the sale of Poppies and by other means in assisting collections. It was however impossible to give the full list of all helpers then and it is not even possible to do this now inasmuch as returns have not yet been completed.

The Poppy Day Sub-Committee of the British Legion would like to take this opportunity of thanking the following ladies and gentlemen who so kindly assisted, and to thank also those whose names by any chance have been omitted in this list.

HONG KONG SALES, under the direction of Mrs. F. Syme Thomson, Mesdames Chubb, Brooks, Bloomfield, Simmons, Strellett, May, The Misses J. Honess, L. Clarke, P. Scott, Harston, K. Blair, B. Blair, M. Taylor, Wentworth, Oakley, D. Sutton, Tidmore, Dunn, E. Stubbings, A. Larsson, D. Levey, E. J. de Bierre, E. S. de Bierre, B. Steel, A. Steel, V. Bradbury, D. Stewart, B. Smith, E. J. Coppin, F. Stevenson, D. Simpson, E. O'Hagan, B. Laing, J. Harris Walker, E. Blackburn, D. Smith, A. Fowler, W. Jenkin, P. Jenkin, E. Lammer, D. Hall, Tazewell, R. King, M. Gubbay and Master Alec Sheldon.

HAPPY VALLEY SALES, under the direction of Mr. Edmonds of the Hong Kong Civil Service Cricket Club, Mrs. Wood, the Misses H. Grinnett, G. Grinnett, J. Ewing, M. Glendinning, E. Glendinning, P. Wood, M. Taylor, P. Fowler, J. Smith, F. Grinnett, Murphy, and Mr. D. Taylor.

KOWLOON SALES, under the direction of Mrs. J. H. Hunt, Mesdames G. Anderson, B. Brown, S. Thomson, W. Brace, Adams, Jeffries, Lloyd-Jones, C. Carruthers, J. Johnston, K. M. Sneddon, M. Costello, F. Short, S. Pearce, J. Taylor, Wheeler, Tinson, Vallier, Whitla, C. Grey, McCrear and C. Fraser, The Misses I. Butler, H. Eastman, C. Angus, D. Poynting, L. Taylor, K. Marples, J. Sanh, N. Brandey, K. Hamilton, J. Wong, M. Spensleigh, J. Bates, J. Paterson, R. Blackmore, R. Nish, M. George, N. Field, B. Field, G. Heney, T. Ellis, K. Chester, P. Nelson, Kwan, U. Mitchell, W. George, V. Lerkovich, E. Brace, J. Kelly, P. Heney, Geck and Crouch.

HOMINTIN SALES, under the direction of Mr. Oshinn, The Misses M. Roca, G. Roca, M. Figueiredo, and M. de Roca.

CHINESE CHAIR SALES, under the direction of Mrs. A. C. Franklin, Police Collections—Misses E. Hunt, B. Hunt, D. Hunt, Mr. Norman Reynolds, and Mr. Leslie Reynolds.

VICTORIA PRISON, Misses E. Calvert, L. Salmon.

CHINESE WAR MEMORIAL SALES, Mrs. Irene Chan.

TAIKOO CLUB SALES, under the direction of Mr. Stewart Hope, Misses Nan Laing, Gracie Swan, Betty Bone, Gerrie McNeill, Jean Stewart, and Muriel Grimes.

KOWLOON DOCK RECREATION CLUB, under the direction of Mrs. G. H. Cuthill, Misses M. Adam, M. Tilley, M. Gow, N. Kampton, C. Mitchell, and J. Owen.

The Committee desires to express their sincere thanks to the Hong Football Association, and to Mr. W. E. Holland, for donating the entire proceeds of the football match at Happy Valley, between the Services and the Rest of the Colony, to Major Crane for the Baid, and to the Police Headquarters for police protection.

The Committee has also to thank all those who so kindly assisted by displaying posters, the Advertising & Publicity Bureau, the Hong Kong Tramways, Ltd., the Star Ferry Co., Ltd., and the Peak Tramways, Ltd., for their very valuable help in publicity. The Committee are also greatly indebted to Messrs. Lane Crawford, Ltd., Messrs. Whitley Ltd., Messrs. A. S. Watson & Co., Ltd., and Messrs. A. S. Watson & Co., Ltd., for their splendid window displays.

(Continued on next column.)

SUSPICIONS AROUSED!

SANITARY BOARD ON QUI VIVE.

GOVERNMENTS REORGANISATION SCHEME.

Several unofficial members of the Sanitary Board appeared to be far from satisfied with the tone of a reply received from the Government upon the question of the eventual reorganisation of the Colony's Medical and Sanitary Services on more modern lines. The letter, which was placed on the table at the Board's meeting yesterday, stated that the Government was of the opinion that it was desirable to associate the Director of Medical and Sanitary Services more closely with the work of the Sanitary Department.

In order that the Director might have the opportunity of acquiring first-hand knowledge of the working of that department, the letter continued, it was proposed to amend the Public Health and Buildings Ordinance so as to permit him to take the place of the Medical Officer of Health on the Sanitary Board and it was requested that the Board acquaint the Government with its views as early as possible.

A Red Herring?

Mr. W. J. Carrie explained that the letter from the Government was the result of a request made by Mr. M. K. Lo some time ago, that in view of the fact that this matter affected public health work, the Government should give the Board opportunity to express their views on any Legislative proposals likely to affect the Board. It appeared to the speaker that the Board had had very little time to consider the question and he therefore proposed that the letter be left on the table for discussing at their next meeting.

The Hon. Mr. J. P. Braga was not satisfied, however, and said he desired a little more information from the Government as to the lines the future reorganisation was likely to take. Was the Board merely asked to express its views upon the subject of the Director of Medical and Sanitary Services taking the place of the Medical Officer of Health or was there something else linked up with it? If the proposed step was going beyond the mere making of appointments—and he had heard rumours—then the Board should be told.

Mr. M. K. Lo concurred with Mr. Braga and said that before the Board put forward their views they should know more of the Government's plans.

And Again a Herring?

The Chairman said he thought the Government was placing all its cards on the table and were not playing a trick on the Board which, after all, was merely asked to express its views.

Mr. Braga said that point was quite clear. On the other hand, the second part of the Government's letter read in conjunction with the statement referring to the re-organisation rather inclined one to the belief that the Board had not been given all the Government intentions in the letter.

The speaker, therefore, proposed that a letter be addressed to the Government from the Board asking for further particulars to be given with regard to the proposed re-organisation scheme.

Mr. M. K. Lo seconded Mr. Braga's motion which was passed unanimously.

Thanks also must be made to Mrs. Sheldon for the use of her car in selling the special Poppy Day Caricatures.

Special thanks are also necessary to Mrs. J. M. Woods for the loan of her photograph of the late Earl Haig. The sale of reproductions of this photograph have greatly assisted in augmenting the funds.

Special thanks also are made to the Catholic Church Body, the Union Church, and St. Andrew's Church for collections taken at the Armistice Day Services.

Special mention, too, must be made of the services rendered by Mr. C. M. Manners in organising in conjunction with Mrs. J. H. Hunt, collections in the harbour, and thanks are necessary to the Hong Kong and Kowloon Wharf and Godown Company for the loan of launches.

The Committee also desires to thank Miss P. Heney, Messrs. G. P. Heney, J. H. Hunt, O.R.E., Stan Hill, and H. A. Rogers for posters and publications given in aid of the auctions; also to thank Messrs. Lane Crawford, Ltd., Messrs. Coldbeck MacGregor & Co., Ltd., Messrs. Donnelly & Whyte, Messrs. Gamble Price & Co., Ltd., for very generous gifts in support of the auctions.

The Committee would like to express their very sincere thanks to the Press for their very kind, keen, and absolutely invaluable co-operation.

ROUND THE COURTS.

SEQUEL TO WATCHMAN'S DEATH.

"KID" MARRIOTT CHARGED WITH MANSLAUGHTER.

A sequel to the death of the Indian watchman who died at the Government Civil Hospital on Monday night as a result of a wound in the abdomen was heard at Kowloon Magistrate's yesterday when Mr. Henry ("Kid") Marriott of the Kowloon Dock appeared before Mr. T. S. Whyte Smith on a charge of manslaughter. The defendant appeared in Court accompanied by Mr. E. Cook, Assistant Manager of the Kowloon Docks.

Detective Inspector Fallon was in charge of the case and asked his Worship for a week's remand. He said that he had been instructed to ask his Worship to grant bail under a guarantee of \$500 bond signed by Mr. Cook.

The Magistrate accepted the guarantee and adjourned the case for a week.

WIFE APPEARS FOR HUSBAND.

Mrs. M. Britto appeared before Mr. Whyte Smith on behalf of her husband, who was summoned for failing to have the front lights on his car lit and for failing to produce his license.

In answer to his Worship, who asked Mrs. Britto if she would plead guilty to the summonses, Mrs. Britto replied that she did not know anything of the alleged offences. She had been asked by her husband, who was not in Hong Kong, to appear in Court and pay the fines. Sub-Inspector MacWalter, who was in charge of the case, told his Worship that Mr. Britto was stopped by an Indian constable at the junction of Jordan and Nathan Roads because his front lights were out. He was asked for his license but could not produce it. A summons was accordingly issued for "failing to produce his license" but actually at the time the defendant did not possess a license. He came to the Police Station the next day and was passed out for his license.

Referring to the lights, Sub-Inspector MacWalter said that the defendant went in search of a fitter and had the lights repaired on the spot. They had fused.

On the first summons for "no lights," a fine of \$7 was imposed and a fine of \$5 on the other count.

NEVER CAME BACK!

A Chung Mei bus conductor was summoned for carrying an excessive number of passengers in his bus. The defendant failed to appear in Court, and a representative of the Company told the Magistrate that when the defendant got his pay at the end of the month he never came back!

OBSTINACY.

A Chinese woman was fined \$4 for causing obstruction on the footpath at Hunghom by placing baskets of shavings along the thoroughfare. Sergeant Banks told the Magistrate that the woman had been warned repeatedly, but was obstinate and refused to mend her ways. She could have put her shavings on a vacant piece of ground about 25 yards further on, but refused to do so.

INCINERATORS VERSUS JUNKS.

HONG KONG IN FAVOUR OF GARBAGE DUMPING.

Speaking at the meeting of the Sanitary Board yesterday, the Chairman (Mr. W. J. Carrie) said that some time ago the Hon. Mr. J. P. Braga drew the attention of the Board to the fact that Shanghai was proposing to erect incinerators for the destruction of garbage, at a cost of \$15,000. The refuse would be destroyed by liquid spray burners.

Quite recently, the Board's Chief Inspector spent "a busman's holiday" in Shanghai and was able to inspect two experimental incinerators. As a result of his visit, he was able to report upon the matter first-hand.

Working for 24 hours, the actual cost of operating one of the incinerators came out at \$1.69 per ton of rubbish destroyed and the other at \$1.64. On the other hand, putting aside the cost of house-to-house collection, which would be the same whatever method of disposal was employed, Hong Kong's garbage cost 40 cents per ton for disposal by junks and 20 cents when dumped on reclamation areas.

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HONG KONG JOCKEY CLUB.

THE EIGHTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 16th NOVEMBER, 1929, commencing at 2 P.M.

The First Race will be Run at 1.30 P.M. The Charge for Admission to the Public Enclosure will be \$1.00 for all Persons including Ladies. Soldiers and Sailors in Uniform Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure. Each Member has the right to introduce 1 Non-member to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINTON & DAVIS, at \$5.00 Each Up to FRIDAY, 15th NOVEMBER, 1929.

The Charge for Admission for Ladies to the Members' Enclosure will be \$2.00. Each Member on claim, upon Application to the SECRETARY, Badges for Admission of 2 Ladies Free of Charge. Bookmakers, Tea Men, etc., will not be permitted to operate within the Precincts of the Hong Kong Jockey Club during Race Meeting.

NO CHILDREN ALLOWED IN EITHER ENCLOSURE ON ANY PRETEXT. [8914]

HONG KONG JOCKEY CLUB.

THE HALF YEARLY GENERAL MEETING of VOTING MEMBERS will be held in the JOCKEY CLUB ROOM, HONG KONG CLUB ANNE, on MONDAY, 18th NOVEMBER, 1929, at 5.15 P.M.

By Order, C. B. BROWN, Secretary, Hong Kong, 1st Nov., 1929 [8977]

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THE TIME FOR BLANKETS

IS HERE, BUT WHAT SHALL BE DONE FOR THOSE WHO CANNOT AFFORD THEM?

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HONG KONG BENEVOLENT SOCIETY.

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WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.10 p.m., stated:—

The anticyclone remains stationary over N. China and Mongolia, but has decreased in intensity. Fresh monsoon will continue along the S.E. coast of China and over the North China Sea.

Local Forecast:—N.E. winds fresh to moderate, fine.

A message from Manila received at 8.10 last night reports a typhoon in about 117 deg. Long. E., 19 deg. Lat. N., moving W.

Editorial and Business Offices: 11, Ice House Street, Tel. Central 12.

Night Editor (Wanchai Office): Tel. Central 411.

London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, NOVEMBER 13, 1929.

CALLING THEIR BLUFF.

PRESIDENT HOOVER has put the case for naval reductions very plainly and tersely, in words which will be endorsed by Mr. RAMSAY MACDONALD. The United States is ready to reduce its naval tonnage to meet any figure which other naval Powers are willing to accept as their own standard. That figure cannot be fixed too low, he declares, but the cuts must be made all round simultaneously, and not by one or two Powers setting a good example in the hope, that, others will follow. Great Britain has already courageously tried this method, but without any success proportionate to the sacrifice made, therefore Mr. HOOVER reminds the interested Powers that if anything worth while is to be achieved in this direction, there must be concerted action. The over-burdened British taxpayer will certainly welcome the suggestion of a "naval holiday" until 1938. He sees a saving of at least \$20,000,000 by a decision to postpone the replacement of battleships until 1938.

Under the Washington Treaty provision was made for the replacement of capital ships according to a strict schedule. The United States and Great Britain were each empowered to lay down two 35,000-ton battleships in 1931 and two similar vessels in each subsequent year up to 1939 inclusive—except that in 1933, 1935, and 1937 only one ship was to be started. Therefore, during the period 1931-9 Britain was authorized to build fifteen new capital ships, and the United States an equal number. Under the same rules Japan was allowed to construct nine new ships, France five, and Italy five. Since each new 35,000-ton ship is estimated to cost at least \$20,000,000, adherence to the Washington time-table would have involved a British expenditure of \$180,000,000 on battleships alone during the next ten or twelve years. Should, however, the suggested "naval holiday" materialise, no new battleship will be laid down by either the United States or Britain before 1938, by which time other naval weapons, particularly air-craft, may conceivably have reached a stage of development which will render big ships superfluous. So long as the maintenance of her present three-fifths ratio with Britain and America is assured, Japan has no desire—in view of her Budget difficulties—to hasten the construction of battleships costing \$20,000,000 apiece, this being the lowest estimate for a 35,000-ton Dreadnought built and equipped in a Japanese shipyard. As for France and Italy, the trend of naval thought in both countries is strongly against the big ship, and neither has laid down a single Dreadnought keel for fifteen years. France, however, appears to be hurt by the negotiations between RAMSAY MACDONALD and President HOOVER—hurt, because she feels that her neighbour across the Channel has stolen a march in the diplomatic game. French political writers declare it is a repetition of the

famous naval accord of last year between France and Britain which was smashed by the United States when the secret leaked out, with the difference now that France is the one left out in the cold. French fears are founded on the possible decision of the coming Conference on submarines. Mr. MACDONALD's recent pronouncement in which he hinted that Britain and America were working towards the abolition of submersible craft made the French naval experts prick up their ears in alarm. "Abolish submarines!" cried the experts. "France would be crazy! These Powers with their giant battleships and powerful cruisers know that all they have to fear is the deadly torpedo from the submarine and so, to be all potent, they would rob us of our single effective weapon of defence."

Technicians explain that the submarine is the only really effective naval weapon which the smaller Powers can acquire, since it is beyond their means to build the mighty warships which figure in the navies of the two great maritime Powers on either side of the Atlantic. Arguing that it would be as reasonable for the French to demand that the Americans and British abolish cruisers, the French definitely predict failure for the forthcoming Conference if the submarine issue is maintained as threatened. No one realises better than the French the seriousness of such a check in progress towards disarmament, coming so soon after the failure two years ago of the Geneva Conference. Authoritative circles in France claim that failure of the new parity would retard naval limitation by at least fifty years, begin new rivalries among all the interested Powers, with consequent ruinous expenditure on war craft, while by the time rivalries could be slowed down all kinds of new elements of a disturbing nature would have occurred, such for example as the widening of the whole problem by the rebirth in the meantime of the German Navy.

It is clearly evident that there is nervousness in high places in Paris, with the predominant fear that Britain and the United States may try to force the issue on the other Powers rather than see failure of the hard-won accord. Reached between the two Powers. Some French political writers indicate that the two Powers are so set on carrying the day that they are prepared even to use the lever of war debts to bring France into line. The suggestion is that the bogey of pressure for payment of France's debts to Britain and the United States will be held over the heads of the French delegation to the Conference in order to win them to agreement. It would be wrong to draw the inference from all this that France wishes the Conference to fail. That would be an injustice to the prolonged efforts towards peace of the ex-Premier, M. BRIAND, but the attitude of France is that it would be better for the parties to fail than to force sacrifices which would leave her coasts open to attack and likewise leave her colonies at the mercy of almost any enemy. Faced by the apparently solid Anglo-American block, the French have turned towards Italy, and the attitude is reported to be much the same as that of France. Rumours have been also current that the French have been seeking to gain the sympathy and support of Japan, whose attitude is another of the problems of the situation. Japan attaches much importance to the submarine weapon, and is expected to resist any suggestion for its abolition. British opinion will agree with President HOOVER in insisting that co-operative action is imperative if any real progress is to be made toward naval reduction. Britain has seen that while lip-service has been rendered to the principle, it has not been greatly honoured in observance, compared with the enormous reductions in the British Navy—a reduction of nearly 43,000 men as compared with 1919, and a reduction in tonnage from 2,000,000 to less than 1,600,000. One-sided sacrifices of this character cannot continue indefinitely.

At the Crown Land Office yesterday two lots of land were sold by public auction. The first lot New Kowloon Island No. 1284 situated at Tin Liu Street was sold to Messrs Ngai Wa Chan and Yeung Fai for \$24,500. The upset price was \$25,000. The land has an area of about 20,000 sq. feet and its annual rental is \$1,150. New Kowloon Island Lot No. 1285, with an area of about 14,600 sq. feet was sold to Mr. Wong Tat Wing at the upset price of \$25,708. The land is situated at Cheung Sha Wan Road and has an annual rental of \$102.

Good Intentions!

The Ministry of Agriculture and Mining at Nanking is to call a National Agricultural Conference next month to formulate schemes for agricultural development throughout the country. Experts will be invited to attend and to work out practical measures for the adoption of western scientific methods in place of the traditional ways of farming now employed by the farmers in the country. It is a pity that these admirable plans depend upon the fortune of war, and that in any case, little or no money will be available after everyone interested in the war has been paid!

The Freedom of the Seas.

An interesting suggestion is made by President HOOVER to meet the difficulties arising out of the long-standing controversy regarding the rights of private individuals to engage in trade during war. American—and other—opinion concerning the freedom of the seas in time of war has been opposed to that of Great Britain, and during the Great War there were several occasions when Anglo-American differences on this question threatened to have very serious consequences. The law of blockade, contraband, and the rights of search were widely enforced, and Mr. ASQUITH plainly declared that Britain would not allow herself to be entangled in a network of judicial niceties when her very existence was threatened. It was understood that Mr. MACDONALD, on his recent visit to Washington, was going to discuss this question of the rights of neutrals to trade with any nation. If he did, it seems no agreement has been reached, for President HOOVER now throws out an unofficial suggestion that all ship carrying foodstuffs should in time of war be placed on the same footing as hospital-ships. The starvation of women and children, he says, should be no longer recognised as a weapon of warfare. Quite true, but "war is war" and women and children will be killed when aerial bombs explode and when poison-gas smother a city. There is only one way in which helpless women and children can be protected from the consequences of modern methods of warfare—and that is not to wage war.

News and Views.

One British case of typhoid and one Chinese case of diphtheria were reported during the three days ending on Monday.

There will be a Lantern Lecture at the Holmes Hall on Tuesday, November 10 at 5.30 p.m. when Dr. C. A. Herklotz will speak on "Impressions of Java" (Volcanoes, Coral Islands and Forests).

Mrs. McNair of No. 6, Minden Avenue, made a report to the Police to the effect that a wrist watch had been stolen from her room at the above address, some time between 10 a.m. and 12 noon yesterday.

A report was made to the Water Police yesterday by the local agent of a cargo junk, plying between Shaikwan and Au Tau, to the effect that the boat with a cargo of sugar and peanut oil on board sailed on August 7 from Shaikwan for Au Tau and had not since been heard of. Besides the master, the junk had two other people on board and it is feared that she has either been pirated or sunk in a gale, as no news has reached the local agent of the junk for three months.

According to a report made to the Police by a waiter at a Chinese restaurant at No. 517, Queen's Road West, at 2 a.m. yesterday, a man entered the second floor of the premises and helped himself to two packets of cigarettes. When challenged, the intruder ran into the kitchen and jumped out of the window. The waiter did not wait to see what happened, but went to the Police Station to make a report. A Police officer on arrival found the dead body of a man lying in the yard below the window. The thief had apparently been killed instantaneously as a result of his fall.

A new project for the unification of Lisbon and the city of Almada, which face each other from opposite banks of the River Tagus, has been brought forward. This time the promoters believe that a tunnel is the most feasible method, since the arches of a bridge would necessarily be very high in order not to interfere with shipping. The leaders of the new movement are Constant Edmon Zimmer, a Belgian constructor; Jean Gustave Jacob, a French engineer; Jules Brisard, French sculptor, and Dr. José Barreto de Atalaino, representing Portuguese capitalists. They propose to complete the project within five years in case their negotiations with the Government are successful.

Crown Land Sales.

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Hard by the site of Chaucer's historic Tabard at Southwark, where the Canterbury Pilgrims took their ease and refreshment, stands what is left of the equally famous George Inn. Built early in the sixteenth century, it was rebuilt during the first quarter of the seventeenth century, partly burnt down, in 1670 and suffered almost total extinction in the fire of 1678.

The fragment now remaining dates from that time. Reference to this famous inn in English literature would fill a volume. Mr. Pickwick and Sam Weller were frequent patrons, and through the centuries it was renowned as a coaching and carriers' inn. A modern touch is added to the old surroundings by the opening of a branch of Lloyds Bank in premises adjoining the yard of the George Inn.

Crude-Oil Engines.

A crude-oil engine which can be used in automobiles and airplanes—the goal of countless inventors—is believed to have been perfected by the well-known Swedish engineer, K. J. Hesselman. The engine was patented recently in several countries following rigorous tests. So much faith is placed in it that an exploitation company has been formed in London, backed by the Imperial Chemical Industries. Although details of the invention have been kept secret, experts predict it will cut fuel costs fifty per cent. Swedish airmen say the engine may revolutionize the aircraft industry because of its ample safeguards against fire. The General Omnibus Company of London is reported interested in the application of the invention.

Vienna's Latest Theatre.

It was a matter for regret among music lovers when the Popular Opera in Vienna had to be closed owing to financial difficulties. Now the theatre has been transformed into a play-house, the "Neues Wiener Schauspielhaus," which was opened this month under the management of Jakob Feldhammer, a popular actor, and Dr. Premier, a stage-manager. The building was renovated and improved. Movable porches were used for making the stage larger or smaller, according to requirements. The scenery of whole acts was built on cars shifted to and fro in a simple manner, which facilitated a quick change of scene. The "New Vienna Playhouse" was opened with Frank Wedekind's "King Nikola." A new comedy by Siegfried Geyer followed. As the first production of classical works, Schiller's "Robbers" was also on the programme. The entrance fees were very low, ranging from 7d. to 5s.

Good News For Bad Sailors.

A thorough study of cures for seasickness is being conducted under the auspices of the German Department for Public Health. Special commissions of medical experts are stationed on each of the Government vessels. Hansstadt Danzig and Preussen, plying the Baltic route between Swinemünde and Pillau. These commissions will make tests with the various cures for sea-sickness manufactured by the German pharmaceutical industry. Nothing is said, however, as to whether the commissions will also investigate the effectiveness of such time-honoured cures as the swallowing of an ample portion of whiskey. Tests will be conducted throughout the month of October, when the Baltic is usually at its roughest. The Baltic, although many will think it a mere pond, has a bad reputation among sailors for its short and choppy waves. Consequently Dr. Klare, the leader of the commissions, expects to have sufficient test cases for his investigation.

"Dry" London Nights.

Americans won't believe it but Lord Byng has made it nearly impossible to get a drink anywhere in London after midnight. Night club after night club has been closed in the West-end for failing to observe London's drastic drink regulations. The old "speak-easies" that once served thirsty customers after the public-houses and law-abiding night clubs quit pouring alcoholic libations are now nearly all closed. Ten respectable clubs remain. But it is useless to ask for more liquor after the midnight deadline is reached. It just isn't done; in fact no one, except for an occasional American, is thought of trying it. As a result, London is a deserted city ten minutes after midnight. True, some of the clubs stay open until one and two, but only a few stragglers, drinking lemonade or sipping coffee, remain to dance. Lord Byng's London is without night life. Soon after he took office some twenty or thirty night clubs went out of business. In the majority of cases the managers were foreigners, and were shipped out of the country.

WEDDING.

COOPER—FFORDE.

The wedding took place in St. John's Cathedral yesterday of Miss Mita Patricia Ffiorde of Raughlan, Lurgan, Co. Armagh, Ireland, only daughter of Mr. Francis Creswell Ffiorde, M.I.C.E., and Mr. William Guy Lay Cooper, of Aislaby Hall, Pickering, Yorkshire, only son of Mr. William Cooper.

The Dean of the Cathedral, the Very Rev. A. Swann, D.S.C., officiated.

Miss Joan Beavis and Miss Ainslie Hallifax were the bridesmaids.

Lieut.-Comdr. L. H. Bridge, R.N., gave the bride away, and the duties of "best man" were carried out by Lieut.-Comdr. J. D. F. Dowse, R.N.

Mrs. Bridge was the hostess at the reception which was afterward held at the Commander's House, H.M. Dockyard.

The Armistice Dinner.

Whether the anniversary of Armistice Day should be marked by celebrations of an obviously frivolous character is an arguable proposition. To many the day is associated with such sad and bitter memories that the mere suggestion of junketting in the jazz manner seems outrageous. Others less sensitive—or perhaps with less reason to be so—see no harm in following what has nowadays become the accepted custom in regard to public celebrations. The solemn silence of the forenoon having been reverently observed, what harm then in rejoicing and dancing? The point is one upon which general agreement is not to be looked for, any more than we can expect unanimous agreement on any other matter of taste. The happy medium was struck at the dinner on Tuesday held by the Ex-Active Service Men's Association and the local branch of the British Legion. Members of the Navy, Army, and Air Force met civilian comrades who had "done their bit" in one or other of the Services. Men who had served their country by manning ships of the Merchant Navy, boldly defying all the new perils of the sea, or by being temporarily drafted into the Royal Navy, sat down at table with men who had fought in Flanders, France, or some other of the score of battlefields. Present and former members of His Majesty's forces gathered together in commemoration of a great occasion. But men do not attend a public dinner merely for the satisfaction of eating a meal, or exchanging reminiscences with one another. They derive real pleasure from listening to good speeches made by those pressing and responding to toasts, and the speeches on Tuesday evening were excellent—as our reports in yesterday's issue testify. A dumb dinner is bound to be a dull one; half a dozen brief addresses from men such as those who spoke at the Armistice night gathering gave just the right tone to the proceedings. The dead would not wish us to mourn, said one speaker. Reverent tribute to their memory was paid in honouring the Silent Toast, standing with bowed head, listening to the piercing notes of the Last Post. That was appropriate enough; to have remained dumb for the remainder of the evening would have grieved the ghosts of those who have gone.

Looking Back 25 Years.

One of the Knights of St. Andrew pleads with me to convey to the ladies attending the weekly practice-dances a delicate hint that St. George's Hall is not the kirk, and consequently it will not be said that a woman dishonoured her head if she leaves her hat in the cloak-room. I would not for worlds deny that ladies' hats are beautiful creations and lovely to gaze upon, but they obviously are not needed at a crowded dance, especially when the programme is one of reels and strathspeys. Ladies confess it, but what the tyrannical Goddess of Fashion decrees her votaries dare not disobey. This was evidently not understood by the mere man who, after extricating his eye-brow moustaches from the brambles of a lady's hat last Thursday, mildly remarked:—"Well, now, if ladies must cover their heads at a dance, why in the name of all that's Terribler than don't they wear bonnets or sailor hats instead of sunshades?" You can imagine with what curiosity the ladies in that man's set looked him up and down. Wear bonnets or even sailor-hats in 1904—why the idea is preposterous of course!—*Hong Kong Daily Press*, November 13, 1904.

Looking Back 50 Years.

The Chinese dread the ravages of white ants as much as anyone, but they have hit upon a plan for their destruction which, if successful, might well be recommended to the notice of foreign barterians. When a new house is erected a cock made of earthenware is often to be observed placed upon the ridge. The idea is that when the wind blows the ants in the direction of the house, the cock will devour them. Many Chinese suppose the weather-cock on foreign buildings is for this or a similar purpose.—*Hong Kong Daily Press*, November 13, 1879.

AN ATTEMPT TO "HUMANISE" WAR.

PRES. HOOVER AND FOOD SHIPS.

LONDON PRESS CRITICAL.

THE MOVEMENT TOWARDS PEACE.

(REUTER'S AMERICAN SERVICE.)

WASHINGTON, Nov. 11. President Hoover, in a speech to the American Legion at the Armistice Day ceremonies said that the nation would discharge its obligations to the dead, including the redemption of the promise that their sacrifice was to help to bring peace into the world.

The machinery for a pacific settlement of disputes was still inadequate. "Our State Department must first be strengthened as a great arm of the Government dedicated to the organization of peace. Our treaties with other countries must be further extended, providing for methods of conference."

We need under proper reservations the support of a world court, in order to secure a judicial termination of certain types of controversies, and to build up precedents in International Law. Furthermore, in view of the preservation of peace among other nations, there must be a further development of the methods for the reference of unsettled controversies to a joint inquiry by the parties, assisted by friendly nations.

Armaments.

Another great task is the removal of deeper causes of frictions leading to disputes, one of which is competition in armaments. It is first and foremost to rid ourselves of this danger that I again initiated the naval negotiations. I am full of confidence of the success of the naval conference next January.

We must reduce the limit of armaments by agreement only. I have no faith in reduction of armaments by example alone. We will reduce our naval strength in proportion to any other. It only remains for the others to say how low they will go. It cannot be too low for us.

Freedom of the Seas.

Another age old controversy is the so-called freedom of the seas, otherwise, the rights of private citizens to trade in wartime. If the world succeeds in establishing peaceful methods of settling controversies the whole question of trading rights in wartime becomes purely academic, but I offer for the world's consideration, not as a governmental proposition, an idea which might break through the involved legal questions, namely, that all food ships be placed on the same footing as hospital ships in wartime. The time has come when the starvation of women and children should be removed from the weapons of warfare.

President Hoover concluded that it had been his cherished hope positively to organize the foreign relations of the United States on a high foundation, building up the spirit of the goodwill and friendliness among nations. Hence he visited the South American Presidents, and welcomed the visit of the British Prime Minister. He had no fear of inability to impress every country with the single minded goodwill of the American heart.

American Press Approval.

New York, Nov. 12. The American newspapers of all parties hail President Hoover's Armistice speech as epoch-making, and foreshadowing the success of the London Naval Conference.

The speech marks, says the Democratic *New York Times*, the highest level the President has yet touched as a devoted, intelligent, and aggressive leader in the cause of universal brotherhood and peace. The *New York World* declares that President Hoover's suggestion to treat food ships as hospital ships, if adopted, will profoundly alter the whole modern problem of war.

LONDON PRESS VIEWS.

A THORNY PROBLEM.

(BRITISH WIRELESS SERVICE.)

Rosby, Nov. 12. Much attention is devoted here to the notable Armistice Day speech by President Hoover, outlining the procedure which America is prepared to follow for the maintenance and organization of world peace, and suggesting for consideration, not exclusively but primarily, of the British and American people a proposal, "That food ships should be made free of any interference in times of war."

President Hoover explained that he did not offer this suggestion as a "Governmental proposition" and especially it was not one for consideration at the forthcoming Naval Conference, which had been summoned for a definite and limited purpose. He put it forward as one to be beaten out "on the anvil of debate" among civilized peoples, and as one which cuts through the complexities of such a subject as maritime contraband.

The *Daily Telegraph* says, "If the proposal is less simple than it sounds that does not necessarily mean it is impracticable. It is not quite simple for example because there are commodities classifiable as important foods—fats are an outstanding instance—which are important also in the manufacture of munitions. Grain and other food-stuffs may be used for the making of industrial alcohol."

"Another possibility of objection arises if we consider the case of two combatants, one depending mainly on sea-borne food, and the other depending mainly on overland imports of food, cutting off of which it is not proposed to make illegal. Such considerations arise at the very outset of the examination, which as President Hoover is justified in hoping, will be given to what he admits to be a wide departure from accepted ideas."

"Humanising War."

The *Daily News* is included to doubt whether all attempts to "humanise war" are anything but pitiful delusions. While President Hoover's suggestion demands serious attention the *Daily News* thinks that the same attention should be given to the proposal recently revived by General Smuts that in the exercise of international law a clear distinction should be drawn between "public" war waged as police duty and "private" war banned under the Kellogg Pact. That involves an interpretation of freedom of the seas which seems a more useful line of approach to the problem.

The *Times* also calls attention to General Smuts's recent analysis of the effects on trading rights in wartime that would follow from a logical development of the Pact of Peace, and says that if private war is illegal then the party resorting to it is outlawed. If he were treated as an outlaw then the whole question of neutral rights would be revolutionized, and the doctrine of freedom of the seas would cease to have any practical importance.

The *Times* thinks that although the problem is important it is hypothetical, and should not be allowed to distract attention from the business in hand, which is to make the Naval Conference a success. Such success would greatly simplify the solution of such problems.

The *Manchester Guardian* expresses the view that so far as Britain's own interests are concerned she has two main subjects; firstly, that she shall not be entangled in war, and secondly that if war comes her population shall not be starved, as more than the population of almost any other great State it is liable to be starved under modern conditions of warfare. It thinks President Hoover's proposal would be a notable contribution to the achievement of the second, no less than the first, of these aims.

SIR ALAN COBBHAM'S TOUR.

MAKING ENGLAND "AIR-MINDED."

4,000 TAKE-OFF AND LANDINGS!

(United Press.)

London.—Sir Alan Cobham, famous for his flights from London to Australia and back, and London to South Africa and back, has just completed a 60,000 miles during his five months tour of the British Isles and during which he has carried more than 10,000 children for the purpose of making "Young England" air-minded. These have been carried without injury or serious accident—(though he had one narrow escape) in an eight-seater, single engine DeHavilland passenger airplane.

During the tour, which was financed by Sir Charles Wakefield, the millionaire lubricating-oil manufacturer, Sir Alan made no fewer than 4,000 take-offs, and of course, an equal number of landings. He also made 588 speeches, an average of four a day for 21 weeks on the subject of the safety and practicability of air travel.

In addition to the 10,000 children, Sir Alan, during the tour carried several thousand municipal officials in an effort to convince them of the necessity of establishing landing grounds if their towns were to keep abreast of the development in air travel that are to come.

"It has been a strenuous time, but I feel amply rewarded for my efforts" said Alan, when he landed at Stag Lane aerodrome near London at the conclusion of his tour. "As for the machine itself it has travelled through without a single repair."

"No engine in the history of aviation has had a greater test. I am sure no other form of mechanical transport could have stood up to it. I venture to say it is the hardest job an airplane engine has ever tackled."

HONOUR FOR MR. KELLOGG

EFFORTS FOR PEACE RECOGNIZED.

(REUTER'S AMERICAN SERVICE.)

WASHINGTON, Nov. 12. In the presence of representatives of the original signatories of the Kellogg Pact, the French Ambassador, M. Claudel, today conferred the Grand Cross of the Legion of Honour on Mr. Kellogg, in recognition of his efforts on behalf of world peace.

"AMBASSADOR'S BRIDGE."

HANDS ACROSS—THE RIVER.

(REUTER'S AMERICAN SERVICE.)

DETROIT, Nov. 12. Described as a monument to the ever increasing friendship between Canada and the United States the "Ambassador Bridge" across the Detroit River, the largest suspension bridge in the world, was formally dedicated today.

"LAND OF SOVIET" FLIGHT BANNED.

(REUTER'S AMERICAN SERVICE.)

New York, Nov. 12. The Aviation Society of Moscow has banned the Transatlantic flight by the "Land of the Soviets."

DIFFICULT QUESTION OF MONGOLIA.

WHERE BRITAIN STANDS.

(THROUGH REUTER'S AGENCY.)

LONDON, Nov. 11. In the House of Commons at question time Mr. Arthur Henderson said that the appointment of a British Consul at Ula was a practical impossibility, as China had no authority or influence over the Government of Outer Mongolia, nor would it be possible to send a British Consul to Ula supposing the Mongolian Government consented to receive him, as this would be tantamount to recognition of the independence of Mongolia.

BLIND V.C. PLACES WREATH.

TOUCHING CEREMONY AT CENOTAPH.

UNIQUE GATHERING.

(BRITISH WIRELESS SERVICE.)

RUGBY, Nov. 11. The British Broadcasting Corporation's broadcast of this morning's Armistice Service at the Cenotaph was successful, relayed by beam telephony to Canada and re-broadcast by a chain of stations throughout the Dominion.

On the advice of his doctors the King spent the morning in Buckingham Palace as a private individual. He observed the two minutes' Silence in his own rooms. It was his wish that his observance should be exactly the same as that of an ordinary man in his own home. Consequently, no official statement was issued from the Palace.

The Queen, accompanied by Princess Mary and the Duchess of York, was in the Home Office in Whitehall looking down on the Cenotaph and joining in the Armistice Service.

The march of holders of the Victoria Cross past the Cenotaph after the service was a most impressive feature.

Captain Sir Busheft Towse, the blind hero of South Africa, was led to the Cenotaph and placed a cross of red poppies at the foot of it. Then he bowed in reverence and was led back to the ranks of the heroes. Admiral Jellicoe led the march past amid the cheers of the multitude. The band of V.C.'s was a stirring little army. Men in silk hats and frock coats marched beside men in rough clothes brought in from mining villages; men shattered by wounds were wheeled by tall bronzed men from overseas and blind men linked arms with their neighbours.

In New York.

New York, Nov. 11. The Two Minutes' Silence was observed throughout the United States. Memorial services were held from coast to coast. President Hoover paid the Nation's tribute by laying a wreath on the tomb of the Unknown Soldier at Arlington Cemetery. A memorial service was held in the afternoon at the tomb of Woodrow Wilson at the National Cathedral.—*Reuter's American Service*.

HEAVY GALES IN ENGLAND.

R.101 RIDES THE STORM.

(BRITISH WIRELESS SERVICE.)

Rosby, Nov. 12. The most severe gale of the year swept Britain yesterday, and heavy rainstorm caused widespread floods, particularly in Wales and the Lake District. Some roads were made impassable, telegraphic and telephone communication was interrupted, and many ships had to seek refuge in harbour. The average velocity of the wind maintained over the British Isles for the whole day was approximately 42 miles an hour.

In several parts a wind of over 60 miles an hour was recorded, and at Cardington a gust of 83 miles an hour was reported yesterday afternoon. Fears were felt for the safety of R.101, which was tethered to her mooring mast, but the giant airship rode the gale satisfactorily, and sustained no damage.

INDIAN MATTERS.

QUESTIONS ON POLICY.

(BRITISH WIRELESS SERVICE.)

Rosby, Nov. 12. Mr. Stanley Baldwin, in a letter to the Prime Minister, calls attention to the fact that the Commons' debate on India ended without any answer being given by the Secretary for India to a question whether the Viceroy's recent proclamation implied any change in the policy hitherto declared, or in the time when Dominion Status may be attained.

The Prime Minister, in reply, states that the answer to both parts of the question is "No." Mr. MacDonald adds, "The policy, as you will remember, is set out in the preamble of the Government of India Act of 1919, and it stands unchanged unless and until Parliament decides to amend that Act."

OBSERVERS WANTED.

NAVAL AUTHORITIES' PROBLEM.

NO MORE PILOTS REQUIRED.

(United Press.)

London.—"If I can't be a pilot I don't want to fly." As a result of this attitude on the part of British junior naval officers, the Admiralty at the present time is having a lot of trouble in finding a sufficiency of naval air observers and in this respect, it is understood the situation parallels one which confronts United States naval authorities.

Despite the fact that Fleet Orders constantly emphasize the necessity for more junior officers to come forward to train as air observers, there is only a meagre trickle of names coming in, though it must be admitted that the few volunteers who apply appear to be the very best men that it would be possible to find for the work.

Complicated Training.

The reason for the paucity of applications appears to be the fact that the young officers with the initiative want to get into the type that want to fly themselves, and the idea of being merely a passenger has no special appeal.

Yet, according to the Admiralty authorities, there is far greater need in the navy for trained observers than there is for trained pilots. A comparatively small amount of training will enable a pilot to learn to fly and land, and take off from the deck of an aircraft carrier satisfactorily. But the job of being an observer is a very complicated matter involving very special training and calling for qualities of mature judgment and observation, and ability to size up situations.

It takes far more training it is said, to make a good observer, than to make a good pilot. Nevertheless, these considerations so far as any appeal, appear to have made no appeal to the junior officers and the result is a dearth of naval observers that is causing the Admiralty much concern.

Unless there is an improvement in the situation shortly, it is understood the Admiralty may resort to peace-time powers to compel all junior officers, regardless of their personal tastes, to qualify as observers.

C.E.R. DISPUTE.

BRITISH INTERVENTION INADVISABLE.

(THROUGH REUTER'S AGENCY.)

LONDON, Nov. 11. In the House of Commons today Mr. Arthur Henderson said that the Sino-Soviet dispute as regards the Chinese Eastern Railway was still in a state of deadlock. The Chinese Foreign Minister had informed the British representative at Nanking that China does not intend to appeal to the League of Nations until the Soviet declared war, or seriously invaded Chinese territory.

Mr. Henderson said that he was aware of the disturbance to commerce caused by the interruption of traffic on the Chinese Eastern Railway, but he did not consider British intervention advisable at present.

CUBAN ANNEXATION FORECAST.

HAWAIIAN SUGAR PIONEER'S SUGGESTION.

Washington, November 5.—Mr. Rudolph Spreckles, pioneer Hawaiian sugar magnate, in a statement forecasts the ultimate annexation of Cuba by the United States.

Such a move is inevitable, he said, although the suggestion may cause resentment on the part of the Cubans because of national pride. Mr. Spreckles said he had the utmost confidence, however, that "time will prove that their future welfare can best be served thereby."

It cannot be hoped that an adequate sugar supply can be produced upon the American mainland because both the labour situation and climate conditions are not favourable to economical production.

"Our present insular dependencies are so limited in area that they have about reached their maximum production," continued Mr. Spreckles. "The status of the Philippines is thus far unsettled, so we cannot look there for our needs. Besides, obviously in the unhappy event of war we could not transport sugar across the Pacific."

"The fact that Hawaiian, Porto Rican and Philippines sugar enter duty free into the United States is a distinct menace to the best industry of the American mainland, which must pay an American standard of wages."

LULL ON NORTHERN FRONT.

NANKING'S CONFIDENCE GROWING.

KUOMINCHUN CAPTIVES.

(THROUGH REUTER'S AGENCY.)

HANKOW, Nov. 11. It is learned from foreign sources this evening that the Kuominchun have occupied Lachow, but details of the occupation have not been ascertained. It does not appear that there had been any severe fighting. It is officially stated that the arrival of the eighth and thirteenth divisions at Sincing has considerably relieved the situation, and official confidence is expressed that the Kuominchun will soon be routed out from Mhsien and Tengfeng.

A thousand Kuominchun prisoners arrived here from the front, and it is believed that they will be in the fifth division, which revolted at Sincing, have also arrived and are being re-organized under new officers.

"SATURATION POINT" IN AIR TRAVEL.

GERMAN EXPERTS' THEORY.

(United Press.)

Berlin.—German aviation experts studying the German air traffic statistics for 1928 are wondering if the saturation point in air travel is not rapidly being reached. These figures show that, while there was an increase in practically every department of air traffic in 1928 over 1927, these increases were mostly small in comparison with the increases in 1927 over 1926.

For instance, the mileage flown in 1928 was 11 per cent greater than in 1927, but the distance flown in 1927 was 30 per cent greater than that flown in 1926. Eight per cent more passengers were carried than during the previous year, but in 1927 the increase was 64 per cent over 1926.

Low Costs Per Mile. Freight increased 40 per cent, as compared with 123 per cent, in 1927; baggage increased 16 per cent, whereas in 1927 there had been an increase of 47 per cent.

The total receipts of the Air Traffic Company increased by \$125,000 to \$7,625,000, but total expenditure increased by \$400,000 to \$8,575,000. The operating cost of the lines works out at approximately 11 cents per mile, which is fairly low.

During the year the air lines carried 111,113 passengers, 1,135 tons of freight, 318 tons of mail. Receipts from postal traffic amounted to a little more than one-third of the receipts from passenger traffic.

UNFAITHFUL WIFE MURDERED.

HUSBAND ACQUITTED.

The old Latin law that a man has a right to kill his wife if she discovers her to be unfaithful was vindicated again in Rome last month when Professor Giuseppe Castro was tried for shooting and killing his pretty young wife. The couple were married in 1924 and had two children. Castro is represented by everyone who knows him as a man of the highest character and an excellent husband and father, while it was notorious, on the other hand, that his wife neglected her home and children and had a craving for amusement and admirers. She was able to indulge in these tastes all the more freely as her husband was frequently absent from his home in Rome on his duties as Professor of Agriculture in Sardinia.

The tragedy occurred just a year ago. Professor Castro, having sent his wife and children to the seaside, went off to his work at Cagliari. He had only been there a few days when he received a letter from Maria Filippetti, a servant who had been for some time in his employment, begging him to come home at once as the "signora" was betraying him with two lovers. The woman enclosed letters which gave convincing proof of what she asserted.

The unhappy man, who had full faith in his wife's integrity, though he knew her to be light and capricious, broke down completely under the blow. He left at once for Sassari, near Gaeta, where his family were staying, and on his arrival found his wife sitting in the drawing-room with friends. He struck her on the face and accused her of unfaithfulness. The wretched woman fled to her bedroom, and Castro, following her, found her in the act of throwing a bundle of letters out of the window. He drew out his revolver and killed her on the spot before anyone in the house could interfere.

The jury acquitted Castro by a large majority, on the ground that the shock he had received rendered him for the time entirely unbalanced.

Telegrams in Brief.

The story of the attack on Signor Mussolini is emphatically denied.

The Board of Trade returns for October show imports at £110,272,000, an increase of £12,000,000 as compared with September; and exports at £84,589,000, an increase of £9,500,000.

The Appeal Judge has upheld the conviction of Dr. Satyapal, who was sentenced to two years' imprisonment and a fine of Rs.500 in July for making a seditious speech in March. The Court, however, reduced the sentence to the term already served.

In reply to the Note by Dr. C. T. Wang, the Chinese Foreign Minister, requesting an immediate Sino-American discussion on extra-territoriality, the United States Government has sent a Note repeating its willingness to open negotiations for the gradual relinquishment of extrajurisdiction.

In the House of Commons the Secretary for India was asked about the extension of the Indian air mail service to Calcutta and Rangoon. He replied that negotiations were at present being carried on for an extension of the service from Karachi to Delhi, and subsequently to Calcutta. When experience had been gained of the working of the Karachi-Calcutta section, extension of the service to Rangoon would be considered.

VOICE FROM TOMB OF ABRAHAM.

TERRIFIED ARABS IN HEBRON.

Arabs who live in the neighbourhood of Hebron, where so many Jews were killed in the recent strike, have been reduced to a state of abject terror by rumours of ghostly voices which are said to come from the Cave of Macpelah where, according to tradition, the bodies of Abraham, Isaac, and Jacob are buried.

The story circulating in Jerusalem is that a voice has been heard from the tomb asking, "Why have my children been slaughtered?"

Subterranean Cries. The *Palestine Bulletin*, a daily English newspaper published in Jerusalem, states that Moslems living in the Hebron district have been terrified by subterranean cries of "Ye sons of Ishmael, why have ye disowned your fathers' names?"

These and similar cries are said to have been heard by the Hebron Arabs night after night for seven days.

At first, it is said, there is a low moan from the tomb of Abraham. This is followed by a wail, and words are uttered indistinctly, growing clearer as darkness falls. Women are said to have heard women's voices asking: "Why did ye shed the innocent blood? Why had ye no pity?"

The Arabs of Hebron are reported to be trying to discover some means of calming what they consider to be the troubled spirits of the patriarchs.

KEEPER OF THE WORLD'S SECRETS.

PRIME MINISTER'S WOMAN SECRETARY.

"The woman" who knows the world's secrets and keeps them. This was the reply given the other day by a man of affairs at a party when a fellow-guest asked him who was the dark-haired, vivacious-looking woman who was a centre of interest. The guest looked startled. "Was it possible for such a wonderful member of the opposite sex to exist?"

"She is Miss Rose Rosenberg, private secretary to the Prime Minister," his informant explained.

She went with Mr. Ramsay MacDonald to the United States when he left for his official visit at the end of last month.

Her Second Term. There is not much time for expressing excitement in that room at "No. 10" which Miss Rosenberg makes the centre of her activities. The efficient, energetic private secretary is so busy looking after the Prime Minister's affairs that she literally has not a minute to spare for her own. It is her second time at Downing-street.

She could always keep a secret—from the time when, some years ago, she went to work for the Socialist leader.

She began to earn her living at the age of seventeen, when she became assistant to the editor of an American and Mexican mining journal, and long before that, at an age when most girls have barely finished playing with toys, she was interested in the suffrage movement. She joined the Socialist Party in 1918, and became private secretary to the Prime Minister in 1923.

She has a perfect genius for dismissing those visitors she really does not want to see, or who wish to see her chief at inconvenient times.

Sports News

GREAT VICTORY FOR HONG KONG.

SPLENDID LAST WICKET STAND BY BOWKER AND WYATT.

SHANGHAI COLLAPSE.

Hong Kong won the Interport against Shanghai by 82 runs. Bowker and Colneel Wyatt put up a capital last wicket stand and the visitors were set with 204 to get to win.

Hong Kong had the situation well in hand all through, steady bowling being backed by some brilliant catches. Shanghai were all out for 121 early in the afternoon.

Another beautiful day. Leach started at the Law Courts end and a single came from his first over. Next over Wilson bowled Anderson who played forward tamely and entirely missed the ball. Reid hit his first ball through the covers for four, an excellent shot. Then came four byes.

Next over there was a ghastly misunderstanding over a ball that was Wyatt's call. Barnes failed to gather a low return when Reid was half way down the pitch and the batsman got home. He was bowled neck and crop a ball or two later by Leach, in having an enormous dip. Bowker survived the over.

Another Last Wicket Stand.

Then came four byes, a single, a leg bye, and a splendid extra-ordinary drive for Wyatt—ten valuable runs. Next over Wilson made a fine effort to take a low full-blooded drive at mid-off, which practically knocked him over. One run came. Next over saw two singles and a quickly run two.

The batsmen now played excellently, stopping the good 'uns and scoring mostly by quick singles with an occasional two or a bye. The 250 went up, and Bowker celebrated it by clouting Leach past extra-shot to the boundary, a fine forcing shot off a short ball. Stokes relieved Wilson. He beat the Colonel with his first ball, and they glo a very short single off the second. Bowker had a very narrow shave after that. Wyatt nearly got Leach to the square leg boundary, but Simpson sprinted finely and saved it, only a two resulting. Next over Bowker had a four in the slips and a single to cover.

Two Hundred to Win!

Four byes came from Leach's next over and Wyatt sent up 270 with a high square leg hit which Simpson tried to get at, but in vain. Next over, however, the end came. Stokes bowled one that pitched about half-way but turned a good deal and Bowker did not get hold of it and gave O'Hara an easy chance. It was a most heroic stand and put on 52 setting Shanghai 204 to win. Altogether sixty runs had been put on in about three quarters of an hour.

Shanghai Bat.

The usual Shanghai pair opened to Bowker who started with a maiden—with one wide in it. Wyatt bowled at the Law Courts end and Simpson had a single into the country. Three singles and a leg-bye came from the next over. By the way, Hancock had gone mid-on and put Brice at first slip. Simpson had the Colonel rather luckily through the slips—when they moved Owen Hughes to second slip and put third man square—but a couple of balls later he was l.b.w. to a well pitched ball which he seemed to try to force to leg. (11-1-6.)

Further Success.

Marshall who succeeded did not seem to be seeing them particularly well, though Stokes was batting confidently and got a beautiful four to long leg from Wyatt. Then Bowker got in a fine break-back, and Marshall played outside it. Mack went his leg stick and two were down for sixteen. Madar followed and quick play followed until Stokes at last touched one of "Acce's" on the off end, Brice sprang across to his left and took a lovely catch. It was a grave disaster for Shanghai who had three down for twenty-one. Stokes had made nine only and had been unlucky in falling to two brilliant catches—and the first one a bit doubtful!

Madar Bowled.

Leach came in to square out his first ball for two, and after an over from Wyatt, Hancock gave Reid a shot at the Yard end before the batsmen were set. Bowker too, though, bowling beautifully, must have been feeling the effects of about forty minutes' batting. The left-hander had Leach tied up with most of his first over, a maiden. A

Shanghai would have gone in fresh to make about 130 yesterday. As it was, though we lost a couple of wickets early Wyatt and Bowker with bull-dog tenacity hung on and added fifty runs, not by fluky slog-ging but good solid cricket. And those fifty were worth a hundred and fifty at least. Not only did they tire the visitors who had had five days strenuous cricket before, but they depressed their morale and correspondingly put up the tails of the Hong Kong eleven.

They went into the field a winning team. Their fielding was a hundred per cent. better than in the first innings and Wyatt, Brice and Owen Hughes took brilliant catches. The latter fieldman was at full length in the air when he took his catch and held on to it when he hit the ground! The bowling was excellent, and the wickets fell steadily.

The batting honours yesterday went to Bowker, who, a second time participated in a splendid last wicket stand. The Colonel, an old hand, kept his head down and his wicket up and scored off anything loose. Apart from his steady bowling he has fully justified his selection as a bat and a fieldman.

The Shanghai bowlers, not unnaturally seemed tired but they put nothing down in the field. Their batsmen also were tired and against the excellent Hong Kong bowling failed to recover from a bad start.

Reid bowled splendidly although Wilson, by courageous hitting spoilt his analysis at the end. Bowker bowled very fast and turned the ball a lot. Brice got a couple of useful wickets and Wyatt was never loose. Owen Hughes in his one over got the final wicket. A great match.

R. ABBIT.

Full score and analysis—

First Innings of Hong Kong.

W. Brice, b O'Hara	6
E. C. Fincher, c Stokes, b Leach	53
T. E. Pearce, c Stokes, b O'Hara	11
A. H. Mussen, l.b.w. b Wilson	4
Owen Hughes, l.b.w. b H. E. Orr	1
H. R. B. Hancock, b Leach	7
D. J. N. Anderson, c Wilson, b O'Hara	0
J. E. Richardson, b Leach	5
A. Reid, c Stokes, b Leach	5
Lt.-Col. F. J. Wyatt, b Leach	3
A. C. I. Bowker, not out	5
Extras: Byes 8	8

Total.....114

Fall of Wickets:—1/17; 2/29; 3/34; 4/35; 5/46; 6/47; 7/58; 8/64; 9/80; 10/114.

Bowling Analysis.

O.	M.	R.	W.
T. W. R. Wilson	14	5	22
Dr. W. E.			
O'Hara	29	5	67
D. W. Leach	17	9	17

Second Innings of Shanghai.

O. G. Simpson, c Pearce, b Bowker	5
E. C. Fincher, c Pearce, b Bowker	1
F. E. T. Marshall, c Mussen, b Brice	52
P. Madar, c Pearce, b Bowker	43
C. H. Hancock, at Pearce, b Reid	10
H. E. Orr, b Brice	0
E. G. Barnes, b Bowker	19
D. W. Leach, c Owen Hughes, b Bowker	13
Dr. W. E. O'Hara, not out	4
T. L. Rawthorne, b Bowker	1
T. W. R. Wilson, c Brice, b Bowker	12
Extras: Byes 9, leg byes 3, wides 6	14

Total.....183

Fall of wickets:—1/7; 2/13; 3/78; 4/128; 5/129; 6/147; 7/158; 8/167; 9/160; 10/193.

Bowling Analysis.

O.	M.	R.	W.
A. C. I. Bowker	22	7	64
Dr. W. E.			
Wyatt	24	6	67
W. Brice	12	3	12
A. Reid	11	2	21
A. H. Mussen	2	1	3
D. J. N.			
Anderson	3	2	8
—Bowled 1 wide each.			
—Bowled 4 wides.			

Second Innings of Hong Kong.

W. Brice, c Wilson, b Leach	4
E. C. Fincher, b Leach	23
J. E. Richardson, b Barnes	2
Owen Hughes, c Barnes, b Leach	61
T. E. Pearce, b Wilson	39
H. R. B. Hancock, c Barnes, b Wilson	10
A. H. Mussen, c Marshall, b Leach	19
D. J. N. Anderson, b Wilson	3
Lt.-Col. F. J. Wyatt, not out	4
A. Reid, b Leach	24
A. C. I. Bowker, c O'Hara, b Stokes	22
Extras: Byes 15, leg byes 9, no balls 3	27

Total.....272

Fall of wickets:—1/23; 2/32; 3/44; 4/131; 5/140; 6/158; 7/194; 8/211; 9/220; 10/272.

Bowling Analysis.

O.	M.	R.	W.
T. W. R. Wilson	35	4	101
Dr. W. E.			
O'Hara	9	0	31
D. W. Leach	25	5	72
L. F. Stokes	8	0	23
T. L. Rawthorne	10	3	10
—Bowled 3 no balls.			

Second Innings of Shanghai.

L. F. Stokes, c Brice, b Bowker	9
O. G. Simpson, l.b.w. b Wyatt	6
F. E. T. Marshall, b Bowker	1
P. Madar, b Brice	6
D. W. Leach, c Pearce, b Reid	22
Dr. W. E. O'Hara, c Wyatt, b Reid	8
C. H. Hancock, c Owen Hughes, b Brice	2
H. E. Orr, b Reid	17
T. L. Rawthorne, c and b Reid	2
T. W. R. Wilson, not out	23
E. G. Barnes, c Richardson, b Owen Hughes	10
Extras: Byes 5, leg byes 5, wide 1	15

Total.....121

Fall of wickets:—1/11; 3/16; 3/21; 4/31; 5/48; 6/51; 7/81; 8/82; 9/83; 10/121.

Bowling Analysis.

O.	M.	R.	W.
A. C. I. Bowker	10	3	22
Dr. W. E.			
Wyatt	7	1	17
A. Reid	11	4	4
W. Brice	13	3	26
H. Owen Hughes	0	5	2
—Bowled 1 wide.			

HONG KONG v. MALAYA.

Mussen is unable to play to-day and Reynolds takes his place, while Maxwell (if he can be retrieved from Camp) will play vice Richardson.

I understand that, if no rain falls, the Malaya side will be unchanged.

R. ABBIT.

LAWN TENNIS.

INTERPORT WITH SHANGHAI.

DATES ARRANGED.

Definite word has been received from Shanghai to the effect that they will engage Hong Kong in an Interport for both the men's and ladies' titles. The propose to play three Singles and two Doubles Matches in each case, the side obtaining the most number of matches winning. The teams will be leaving Shanghai on Saturday next by the President McKinley, which is due here on Monday, November 18.

Their teams are as follows:—Men: Wade (captain), Canavaro, Gordon Lum and P. Kong. Ladies:—Mrs. Stafford Smith (captain), Miss Collopy, Mrs. Firth and Mrs. Crawford.

To make the necessary arrangements for the forthcoming contests, the Committee of the local Association have appointed the following sub-committees:—

Selection:—M. K. Lo, Major Lucas, Dr. Tottenham, and Ng Sze Kwong.

Finance and Entertainment:—G. W. Sewell, M. W. Lo, and S. A. Kungjahn.

Permission has been obtained from the Hong Kong Cricket Club for the games to be held on their courts, which will probably be in front of the stand now accommodating spectators for Interport cricket.

The provisional dates are Wednesday, Thursday and Friday, the 20th, 21st and 22nd instant, at the Hong Kong Cricket Club; and Sunday, the 24th instant, at the Kowloon Cricket Club.

ARMISTICE DAY TENNIS.

HONG KONG v. SHAMEN.

[FROM OUR OWN CORRESPONDENT.]

CANTON, November 12. An interesting tennis match was played here yesterday, Armistice Day, between Hong-Kong and Sham-meen. Representing Hong Kong were Mrs. Kew and Mr. Wong Po Keung, Mrs. Wong and Mr. Leung Kin Ip, and Miss Tang and Mr. Yu Man Kit. Sham-meen was represented by Mr. A. T. Lay and Mrs. Moss (wife of the Acting British Consul-General in Canton), Mr. and Mrs. Watson and Mr. Green and Mrs. Hall.

It was evident from the first that the visiting team were no match for their opponents though some interesting play was watched.

Last Sunday a good match took place between a team representing South China, and Canton which was won by the latter, 5-4. On the same day a mixed doubles tournament was played between Canton and the Hong Kong visiting team, which Hong Kong won, 2-1. In the evening both teams were invited to dine with Admiral Chen Chak and General Wong So in the latter's home in Tungshan, where a very pleasant time was passed.

BRITISH TENNIS.

THE "RANKING PLAYERS."

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 11.

The first national ranking of tennis players made by the English Lawn Tennis Association places H. W. Austin and Dr. J. C. Gregory joint Number Ones. I. Hughes and J. H. Kingsley at joint No. Three. Mrs. Watson is the first ranking woman player, Miss Betty Nuthall and Miss Eileen Bennett ranking equally in the second place.

"ON SUCH A NIGHT."

SUCCESSFUL CONCERT ON CRICKET CLUB GROUND.

The open air concert given last night on the Hong Kong C.C. ground was a great success, although the mufflings of fur and overcoats, in which most of the audience had wrapped themselves against the none too temperate night, did, it must be confessed, detract somewhat from the air of happy informality which is generally a feature of our air-fresco concerts in this Colony. It was, in fact, a little too fresco for most of us, and we, who enjoyed so much their efforts on our behalf, hoped sincerely that the said efforts were sufficient to warm our entertainers, especially the ladies among them who looked so charming in their evening frocks.

The band of the King's Own Scottish Borderers provided, as usual, a most popular part of the programme, their fantasia of the familiar war songs "in particular was received with prolonged applause which would not be stilled until an encore was granted. Very pleasing too were Mrs. Sanger's songs to the accompaniment of the full band. There are not many singers who can make their voices carry to full extent when singing in the open air but Mrs. Sanger managed it, and gave a great deal of pleasure in so doing. Her second song "Shadow and Light" was specially composed for the occasion by Mr. George Grimble.

Mr. Li Chor Chi, who is well-known locally on the concert platform, sang to the accompaniment of a violin obligato played by Mr. John Braga after which Mr. Bryce Lay gave a delightful rendering of "Vauxhall in the morning" in a full rich baritone. As Mr. Oscar Eager was unable to fulfil his engagement Mr. Dick Barry very ably stepped into the breach and gave us among other things an amusing "Naval" song with local allusions.

The song medley, a chorus of five ladies and six gentlemen was a pleasing and unusual item, while another welcome addition to local talent was the vocal duet of Messrs. D. W. Leach and E. G. Barnes, the Shanghai cricketers. Major Tuke and Lieut. Mussen provided a good entertainment with their songs to the piano and banjo, and Mrs. Younghusband gave us a charming vocal number.

In fact despite gloomy prognostications of the unwisdom of giving an open air concert "on such a night," it was an unqualified success, for which everyone who was present feels much indebted to the Club and the Artists.

Presentation to Mr. G. Grimble.

"During the evening a presentation was made on behalf of the Committee of the Club to Mr. George Grimble, who has helped them for so many years to organise their successful concerts. Mr. Grimble's reply was as admirable, under the circumstances, as is his organising ability. He said in response to repeated cries of "Speech! Speech!" "We are behind with our programme already—another time."

The Programme.

- 1.—Selection by the K.O.S.B. Band.
- 2.—Song..... Mrs. Sanger. (Accompanied by the full band.)
- 3.—Song..... Mr. Li Chor Chi. (Violin Obligato by Mr. John Braga.)
- 4.—Song..... Mr. A. Hyde Lay.
- 5.—Song..... Mr. Oscar Eager.
- 6.—Selection by the Band.

GOLF.

ROYAL HONG KONG GOLF CLUB.

BOGEY POOL—FANLING.

NOV. 9-11.

G. E. Costello (17) 5 up wins. Other scores:—A. E. Lissaman 1 up, R. Young and M. B. Mathews all square. There were 35 entries.

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PEAK from Middle of FEBRUARY, 7-Roomed HOUSE, Excellent Position, Commanding Views on Both Sides of Island. All Modern Conveniences. Small Vegetable Garden, and Large Lawn. —Apply Box No. 8921, c/o Hong Kong Daily Press. [8921]

FOR SALE.

FOR SALE.—1927 COTTON

MOTOR-CYCLE, 350 c.c. Recently Overhauled. \$130.—Box 8593, c/o Hong Kong Daily Press. [8593]

FOR SALE.—On BROADWOOD ROAD,

3-Roomed BUNGALOW.—Reply: SECRETARY, P.O. Box 22. [7714]

FOR SALE.—On BROADWOOD ROAD,

Two Semi-detached 5-Roomed HOUSES with Tennis Ground and Garage to Each House.—Reply SECRETARY, P.O. Box 22. [7714]

FASHIONABLE Navy-Blue

CHINESE SILK DRESS Long Sleeves. Size: 48. Quite New. Owner desires to Sell because Miskit. Can be Seen by Appointment. \$20 for Quick Sale.—Address: 8378, c/o Hong Kong Daily Press. [8378]

POSITION WANTED.

YOUNG GIRL Wants Employ-ment as NURSE or GOVER-NESS; can teach Piano and First Lessons. Would live in.—Address: Box 8163, c/o Hong Kong Daily Press. [8163]

THE SHANGHAI CHAMPIONS.

HOW WHEATCROFT WON THE RACE.

FULL SWEEP NUMBERS.

Of Champions' Day in Shanghai on Wednesday last, the *North China Daily News* writes:—

The Fates have not been kind to the Shanghai Race Club. At a period which every Shanghai man who loves racing for the sake of recognition as a distinctly critical, the Shanghai Race Club, with not too many acres in their hand, had managed to put on two of the finest sporting cards ever known in China and it wanted only a fine day yesterday for there to be something of which really to boast. Then it rained! And of course Alligator went by the board, so did Busy Bee, and so did everything else. Even Gold Shield, whose owner tipped him so freely at the local counterpart of the London Press dinner when they tell the world who is going to win the Derby.

"A Gallant Grey."

It was a really fine field for the Champions, so far as quality went, about as featureless a race as one has seen for many years, and about as popular an ending as could be imagined. Now that Old Bill is on the retired list, there is no question but that Wheatcroft is the most popular pony in Shanghai and even those who knew that Busy Bee, Pat, Ontario, Alligator and four other ponies were "certainly" were delighted to see the gallant grey come home as easily as he has ever done in the career which now includes three Champions wins, two seconds and two thirds. The most amazing thing was that J. K. Brand should have had to wait for the Champions to secure his first win of the meeting.

An Easy Victory.

The preliminary parade revealed nothing for the ponies were so heavily sheeted as a protection against the rain that little could be seen of them. As for the race, there was not an incident in it. The field ran easily behind Election Eve to the half-mile, where Brand sent Wheatcroft up and invited the rest to catch him, which they could not do. Actually, he was going away from them down the straight and it was another case of heart, strength and honesty winning over mere speed. A wet course is no excuse, for, with the exception of the novice jockeys' race, the ponies all did good times. The course, was not heavy, but only spongy on top and Wheatcroft won because he shares with Soochow, Tell-me-more and U. 7 the reputation of being the most honest pony and the biggest hearted on the three local courses. Also, he has the advantage of a master in the saddle.

Another Account.

Election Eve on the rails shot away from the gate ahead of his stable companion, Busy Bee, and at the mile post was three lengths clear, whilst Busy Bee had a length on Alligator, just out of the field, with Cloverleaf whipping in. At the three-quarter post, Election Eve had drawn away to many lengths, whilst the others had closed on Busy Bee and there was scarcely four lengths over them. At Probst's, Wheatcroft had gone up second and in a few strides had passed Election Eve. At the Monument, Wheatcroft was a half-length better than Alligator, with the rest still well on. Turning into the straight, Wheatcroft was clear of Alligator, with Pat coming up on the rails, but the old Champion would not be denied and continued to come away, winning very easily by four lengths. Busy Bee came again to such good purpose that he ran Alligator out of second by three lengths. Time, 2 min. 40.2/5 sec.

The Sweep Figures.

Results of the drawing on the "A" and "B" Champions Sweep.		
Pony	"A"	"B"
Crossfire	47615	8282
Election Eve	34534	5754
Xenophon	22083	8469
Elopement Eve	7537	8698
Smouldering Fire	21025	6245
Ontario	37912	13603
The Bright Comet	38029	12182
Unity Eve	25908	9494
1—Wheatcroft	48966	1923
Saracen	32920	12531
Glen Lochay	8256	5731
Earle	8662	12955
The Hopeful Bird	9783	10686
The Crafty Bird	20335	10845
Courageous	37201	13887
Castle Diamond	6369	5077
2—Busy Bee	40856	11612
Savoy	35409	12042
3—Alligator	38820	17201
Promising Venture	23244	4576
Veherock	24453	1859
Bright Lad	11881	3415
Glen Dochart	42102	17311
Sherry McGee	5014	11995
Le Cornaire	25856	11231
Sheldahl	44270	7791
Buster II	10074	10050
King's Life	47774	8857
Cowboy	32786	6606
Coloverland	43733	13308
Banquet Eve	41497	14610
Pat	33484	6442
David Garrick	11015	10811

(Continued at foot of next column.)

H.M.S. SHROPSHIRE.

PRESENTATIONS FROM THE COUNTY.

The quarter-deck of H.M.S. Shropshire, the latest vessel of the county class, which is due to leave shortly for service with the First Cruiser Squadron in the Mediterranean, was the scene last month of a gathering of people of Shropshire, who had come to make presentations of silver plate and a silken ensign on behalf of the county and members of the Shropshire Society in London.

On arrival in Chatham, the visitors, numbering about 100, were welcomed by the Mayor and Mayoress, Alderman and Mrs. Osborn Taylor, in the Town Hall, where they were entertained at luncheon. In the ship, which was lying in the dockyard, Captain Ronald Oldham, the officer in command, received the party, and mustered as many members of all ranks and ratings as could be accommodated on the quarter-deck, where the plate was displayed on the capstan. Mr. George Palmer, secretary of the Shropshire Society, read letters of apology for non-attendance from Lord Bradford, Major-General Sir John Gattard, Sir Edward German, and others. The last-named, who composed the music to the Shropshire song, "All Friends Round the Wrekin," wrote:—"I am all the more sorry I cannot attend since 'All Friends Round the Wrekin' is to be performed by the Band of the Royal Marines. Will you kindly give my compliments to the Bandmaster and Musical Director, and thank him for having made a march arrangement from the song. I wish it every success, and I hope it may be adopted by the ship."

The County's Gift.

Colonel G. Windsor-Clive, M.P., president of the Shropshire Society, who represented Lord Powis, Lord Lieutenant of Shropshire, made the presentation of plate from the county. He said he believed it was the first time that the name of Shropshire had appeared in the Navy List, and it had given the greatest satisfaction throughout the county. When Lord Powis initiated the movement for the presentation of the plate there was a ready response. On behalf of the people of Shropshire, he wished the officers and ship's company good luck and prosperity. Mrs. Windsor-Clive, in presenting the silken ensign on behalf of the ladies of Shropshire, recalled that Lady Powis performed the launching ceremony last year, and it was a matter of extreme regret that she had since been the victim of a motor accident. Alderman John Palmer, Mayor of Ludlow, presented a silver tankard on behalf of that borough, which he explained was a replica of a tankard in the borough's collection of silver plate. The original had long been used at high festivals as a loving cup, being usually filled with spiced ale. He was sorry to note that this practice was falling somewhat into disuse, but he hoped that the cruiser's officers would revive it in full vigour.

Captain's Response.

Captain Ronald Oldham, in accepting the presentations on behalf of the ship's company, paid a tribute to the memory of Lady Powis for the part she took together with Lord Powis, had played in the organization of the presentation since she performed the launching and christening ceremony. He was glad that the designs of the plate were from those long associated with the county, and he could not help, being struck by their simplicity and beauty. The Borough of Ludlow, he understood, was famous not only for its hospitality, but for its collection of tankards. (Laughter.) The replica they had received was an extremely handsome one, and its generous size spoke volumes for the hospitality and the capacity of the Shropshire folk. The ship's company would also appreciate the gift of the gramophone, and the cheque sent through Lord Powis for the purchase of records. They owed a special debt to the ladies of Shropshire for the particularly fine silken ensign, and they would always be proud to fly it. He agreed that it was difficult for an inland county to keep up a close contact with a naval vessel, but something might be done through the Shropshire Society and similar associations to keep alive the friendly relations which were already established. On their cruise they would certainly have cause to remember with gratitude "All Friends Round the Wrekin" (Cheers.) This song was sung by Miss Marion Jukes, the whole company joining in the singing and the Band of the Royal Marines playing the accompaniment. The visitors were afterwards shown over the ship and entertained at tea, and joined in the dancing on the quarter deck.

Bill Barrow	27674	11179
Poppyland	19890	16709
Black Diamond II	28331	13842
Courage	21637	13391
The Field No. 1	30655	—
The Field No. 2	1288	—

Money and Markets

BUSINESS CHANGES HANDS.

OWNER RETIRING AFTER 25 YEARS.

The Hong Kong Sporting Arms and Ammunition Company, of Beaconsfield Arcade, will within the next few days have changed hands. The retiring owner, Mrs. R. B. Branch, is well known in the Colony, having been connected actively with the business for 25 years, during the greater part of which she has handled the store herself. Mrs. Branch is disposing of the business to Mr. Wong Kow.

Mr. William Smith, Mrs. Branch's father, founded the business well over 50 years ago, according to his daughter. At first, the firm went under the name of William Smith and Company, but later changed to its present title. Mr. Smith during his lifetime had the assistance of his wife and daughter, now Mrs. Branch, and after his death they carried on the business, Mrs. Branch taking charge after the death of Mrs. Smith.

On enquiry we learn that Mr. Wong Kow intends to make certain structural alterations in the shop premises, which will give it a more spacious and lighter appearance. The whole premises will also be redecorated by the new owner.

NEW MATCH PLANT AT HULL.

["D.P." Special Service.]

Hull, Quebec.—Construction will start before the end of August on a large up-to-date match plant to be erected here by the newly organized Hull Match Company. For the last eight months the City of Hull has been without its famed match industry, the World's Match Corporation, Ltd., which acquired the E.B. Eddy match business, having removed its plant to Berthierville, Que. Local and Montreal capital has combined to found a new match business to replace Hull's long established industry and approximately \$120,000 will be expended on the new plant to be built at Montclair boulevard and St. Redempteur street. The president of the new concern is J. Dufrane of Montreal.

At a recent meeting of the Hull city council, official permission was unanimously granted the company to use the word "Hull" in their trade name.

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 320 METRES.

12.30 to 1.30 p.m.—Demonstration programme of Chinese and European records.

1.45 p.m.—Weather report.

3 to 6 p.m.—Programme of Columbia records supplied by The Anderson Music Company.

"Amoureuse, Valse" and "Valse Bleue," J. H. Squire, Celeste Octet.
"Lanette, Waltz Caprice" and "I Love The Moon," Saxophone Solo.
"The Signpost (Der Wegweiser)" and "Tartarus (Gruppe Aus Dem Tartarus)," Roy Henderson, Baritone.
"Serenade" and "Capriccio From String Quartet," Viola Solo.
"Song of Hybris The Cretan" and "The Midnight Review," Robert Easton, Bass.
"Les Millions D'Arlequin" and "Carmen-Intermezzo," Maudoline Band.
"Sanctuary of the Heart" and "In a Monastery Garden," Organ Solo.

6 to 7 p.m.—Chinese programme.
7.45 p.m.—Evening weather report.

9 p.m.—Programme of Columbia records supplied by The Anderson Music Company.

"The Barber of Seville-Overture," Symphony Orchestra.
"Neil" and "The Green Tie on the Little Yellow Dog," Billy Bennett.
"The Bohemian Girl-Overture," Percy Pitt, Symphony Orch.
(Continued on next column.)

CONSOLIDATED SMELTERS.

BUYS GROUP OF COPPER CLAIMS.

["D.P." Special Service.]

Vancouver, B.C.—The Consolidated Mining and Smelting Company of Canada, Limited, has closed a deed for the Kinnman group of mineral claims on Nimpkish lake in the northern end of Vancouver Island and is losing no time in starting an extensive development programme according to reports here. A crew of men is already on the ground erecting camps and building a road to facilitate transportation of two power plants and diamond drilling equipment.

The activity of Consolidated in this new field, where prospectors have been very busy this season, lends considerable interest to the discovery of copper staked last year by E. L. Kinnman and his partners. The discovery drew favourable comment from George A. Clothier, Government resident engineer, who in the published report of the British Columbia Department of Mines for the first six months of 1929 says that "an extraordinary amount of stripping and open-cutting has been done in the time, disclosing some extraordinary showing of ore, ranging from straight chalcopyrite to straight sphalerite."

Ors according to Mr. Clothier, had been exposed in four places within a length of 3,000 feet showing the mineralization to extend across a width of over 100 feet, in which are masses of chalcopyrite 10 to 15 feet wide. Mr. Clothier characterizes this discovery of copper ore as "altogether a remarkable surface showing and should it maintain its surface proportions and mineralization will produce an immense tonnage for every 100 feet of depth obtained."

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

	RUGBY, Nov. 11.
Paris	123.87
New York	4.87 27/32
Brussels	34.865
Geneva	25.17
Amsterdam	12.091
Milan	20.14
Berlin	20.14
Stockholm	18.13
Copenhagen	18.903
Oso	18.903
Vienna	34.69
Prague	16.12
Helsingfors	16.12
Madrid	34.62
Lisbon	108.273
Athens	375
Bucharest	8161
Rio	5 13/16
Buenos Aires	491
Bombay	1/5 27/32
Shanghai	9/21
Hong Kong	Holiday
Yokohama	1/11 63/64
Silver (spot)	221
Silver (forward)	221

[Daily Share Quotations will be found on page 9 of this issue.]

IRMA HARRISON SINGS IN "ALIBI."

Irma Harrison, for several years a popular performer on the stage and screen registers one of the year's distinctive hits in "Alibi," now showing at the Queen's. Born in New Orleans twenty-four years ago, Miss Harrison was educated in the southern city, and later went to New York. Her beauty and dancing ability soon gave her a foothold, and attracting the attention of D. W. Griffith, she played in several of his films, including "One Exciting Night" and "America."

"Love's Dream (Liebestraum)" and "Come, Silver Moon (Londonderry Air)," J. H. Squire, Celeste Octet.
"Ballet Egyptian-Allegro" and "Ballet Egyptian-Finale," Orchestre Symphonique de Paris.
"Ballet Egyptian-Andante" and "Ballet Egyptian-Finale," Orchestre Symphonique de Paris.
"Mignonne" and "Two Sad Eyes," Thorpe Bates, Baritone.
"Sanctuary of the Heart," Albert W. Ketchley's Concert Orch.
"Hungarian Dance" and "Spring Song," J. H. Squire, Celeste Octet.

"The Marriage of Figaro—Where are gone now those fairest moments," Miriam Licette, Soprano.

"Lumber Love," Selection, Lyceum Theatre Orchestra.
"Thais—Meditation" and "Elegie," Violin Solo.
"Jungle-Drums-Patrol" and "By The Blue Hawaiian Waters, Grenadiers Guards.
Tone Picture.
10 p.m.—News Bulletin.
10.30 p.m.—Close down.

BY MAIL, WIRE, AND WIRELESS

Cairo.—Sheikh Hafiz Wahba, Counsellor to the King of the Hejaz, denies that the arms confiscated by a Danish Court were destined for the King of the Hejaz.

Toulon.—Two seamen were killed and three injured here, when an air compressor exploded on board the French cruiser Duguay-Trouin. One of the injured men has since died.

Newcastle.—The first local prosecution under the Excessive Noise Regulation was heard here, when Ernest Neil, ice-cream vendor, was fined £2 for allowing his motor-cycle to make an excessive noise.

Riga.—The Executive Committee of the Communist International has formally expelled Comrade Pepper, the leader of the Communist Party in the United States, for insubordination and alleged falsification of accounts, particularly for refusal to obey orders to go to Moscow.

Madrid.—Violent thunderstorms are reported from various parts of Spain. Near Luarca (Asturias) four people were killed when the tree under which they were sheltering was struck by lightning. Six horses were killed at the same time. At Madrid a nursing home was struck, but no one was hurt.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

FROM NEW YORK.

PHILADELPHIA & MARSEILLES.

THE Steamship "CITY OF WINNIPEG"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 17th November, 1929, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 24th November, 1929, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the Hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE LTD.

Hong Kong, 12th Nov., 1929. [3622]

THE DOLLAR STEAMSHIP LINE

AND

AMERICAN MAIL LINE

BEG TO ANNOUNCE THAT IN ORDER THAT PASSENGERS PER S.S. "PRESIDENT JEFFERSON"

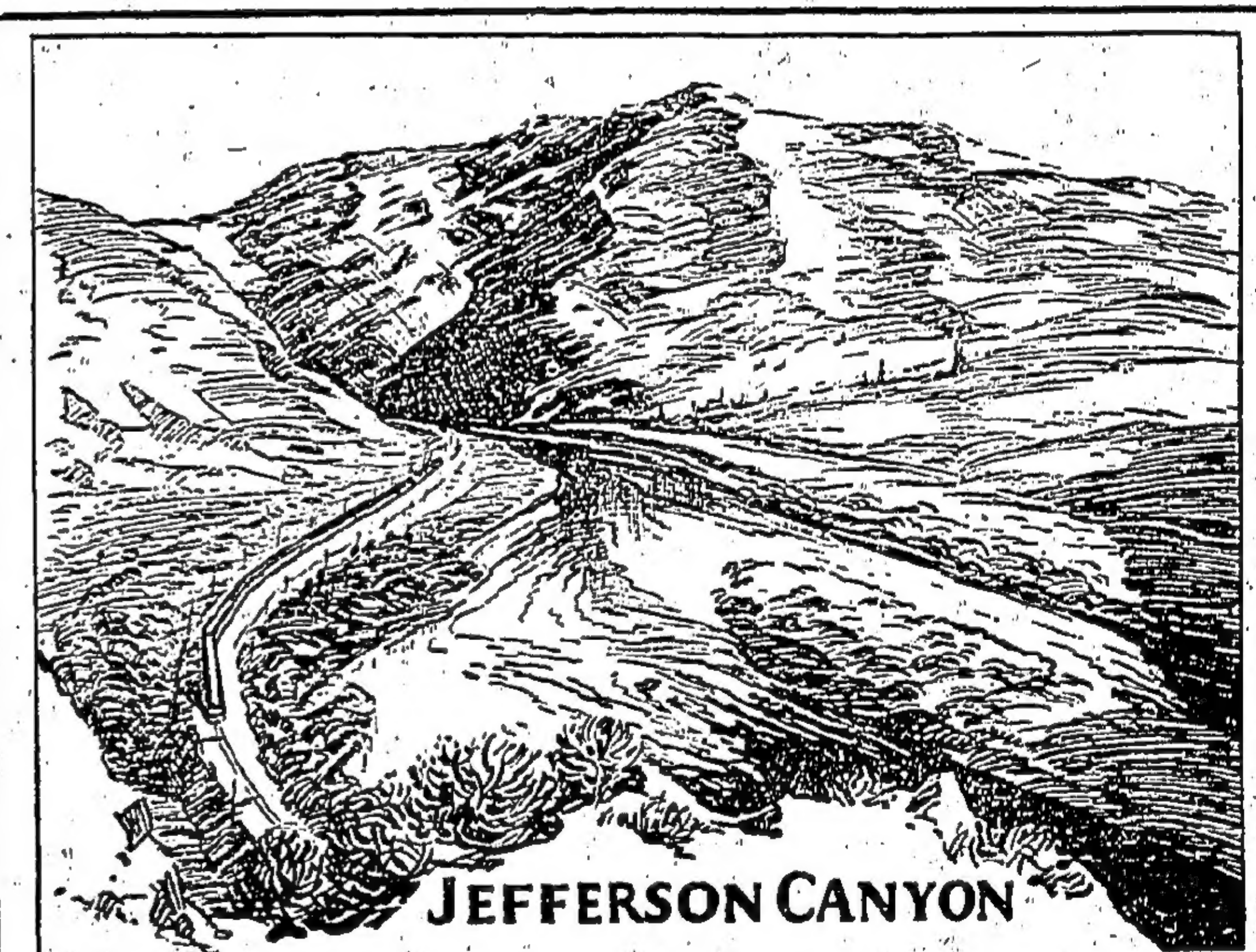
MAY ARRIVE IN SAN FRANCISCO BEFORE CHRISTMAS, THIS VESSEL WILL SAIL FROM HONG-KONG AT 6.00 A.M. DECEMBER 2ND INSTEAD OF DECEMBER 3RD, ARRIVING SAN FRANCISCO ON DECEMBER 23RD INSTEAD OF DECEMBER 25TH.

Notts.—William Henry Marsh, aged six, was killed when his head was trapped between a swing-gate and the gate-post at the entrance to the grounds of Lamb Close House, Eastwood, Notts.

Paris.—A motor accessory store and factory in the Rue Villejuite, off the Avenue Foch, Paris, was completely destroyed by fire. All the 80 employees escaped, but several of them had to jump for their lives out of windows, their retreat having been cut off by the flames.

London.—Mr. E. Lapointe, the Canadian Minister for Justice, represented Canada at the meeting in London of the special committee which, in accordance with recommendations of the last Imperial Conference, will consider and report upon certain legal problems left unsolved by the Conference.

The m.v. Sauerland (H.A.L.) left Shanghai on Monday, the 11th inst. at 4 p.m. via Foochow and is due here on Friday the 15th instant.



cherished in the United States for its historical connection as well as for its beauty. More than a century ago, Thomas Jefferson, then President of the United States, commissioned Meriwether Lewis and William Clark to explore the vast territory which was afterward ceded to the United States by Napoleon. Through this canyon they passed on their laborious trek to the Pacific. Acting as guide, one lone woman, Sacajawea, the Indian, with her husband, accompanied the party.

The NEW OLYMPIAN

famous electric and roller-bearing train, now carries many men and women in comfort through this canyon, every convenience at their command—lounge rooms, shower baths, radio, library, buffet, berths made easy by coil spring mattresses, electric lights, steam heat, super-ventilation, valet, maid, and meals by motor.

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J. F. BART, Asst. Gen. Pass. Agent, Seattle
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ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA.

Pres. Monroe, Dollar, Nov. 17.
Trier, Wilson, Dollar, Dec. 1.

AMOI.

Liangchow, B. & S., Nov. 13.
Haiyang, Douglas, Nov. 15.
Tjikarang, J.C.J.L., Nov. 16.
Luchow, B. & S., Nov. 17.
Anking, B. & S., Nov. 18.
Haining, Douglas, Nov. 19.
Chenau, B. & S., Nov. 20.
Kutsang, Jardine's, Nov. 20.
Takliwa, B.I., Nov. 21.
Antung, Jardine's, Nov. 23.
Tjialak, J.C.J.L., Nov. 23.
Namsang, Jardine's, Nov. 27.
Tjibadak, J.C.J.L., Nov. 27.
Yucensang, Jardine's, Dec. 3.
Tjiondari, J.C.J.L., Dec. 7.
Tjiondari, J.C.J.L., Dec. 7.
Tjiondari, J.C.J.L., Dec. 7.

ANTWERP.

Sauerland, Jelsen, Nov. 15.
Atsuta Maru, N.Y.K., Nov. 16.
Kulmerland, Jelsen, Nov. 20.
Kashima Maru, N.Y.K., Nov. 20.
Malaya, Manners, Dec. 5.
Saarland, Jelsen, Dec. 10.

AUSTRALIAN PORTS.

Cabarita, Dodwell's, Nov. 14.
Taiping, B. & S., Nov. 15.
Kaga Maru, N.Y.K., Nov. 20.
Tanda, E. & A., Nov. 23.

BALTO PORTS.

Malaya, Manners, Dec. 5.

BALTIMORE.

Comliebank, Bank, Nov. 27.
City of Winnipeg, Bank, Dec. 3.

BANGKOK.

Hirundo, Thoresen, Nov. 17.
Kiangsu, B. & S., Nov. 17.
Kiangsu, B. & S., Nov. 19.
Kiangsu, B. & S., Nov. 19.
Kiangsu, B. & S., Nov. 24.

BELOWAN DELL.

Trier, Melchers, Nov. 15.
Cremor, J.C.J.L., Nov. 21.
Pfalz, Melchers, Nov. 22.
Lahn, Melchers, Dec. 6.

BOMBAY.

Tamba Maru, N.Y.K., Nov. 14.
Kidderpore, P. & O., Nov. 19.
Tokiwa Maru, N.Y.K., Nov. 27.

BOSTON.

Penrith Castle, Dodwell's, Nov. 16.
Pres. Monroe, Dollar, Nov. 17.
Japanese Prince, Furness, Nov. 19.
Asuka Maru, N.Y.K., Nov. 20.
Comliebank, Bank, Nov. 27.
Pres. Wilson, Dollar, Dec. 1.
City of Winnipeg, Bank, Dec. 3.
Siamese Prince, Furness, Dec. 3.

BREMEN.

Trier, Melchers, Nov. 15.
Pfalz, Melchers, Nov. 22.
Malaya, Manners, Dec. 5.
Lahn, Melchers, Dec. 6.

BRINDISI.

Romolo, D'well's, Nov. 30.
Venezia, D'well's, Dec. 10.

CALCUTTA.

Kumsang, Jardine's, Nov. 16.
Malacca Maru, N.Y.K., Nov. 16.
Shirala, B.I., Nov. 19.
Tamba, B.I., Nov. 22.
Hosang, Jardine's, Dec. 2.

CEBU.

Bellingham, S.S.S., Nov. 15.
Nevada, S.S.S., Nov. 20.
G'den M'tain, S.S.S., Dec. 3.
Texas, S.S.S., Dec. 3.

CHEFOO.

Kueichow, B. & S., Nov. 26.
Huichow, B. & S., Dec. 4.

COLOMBO.

Tamba Maru, N.Y.K., Nov. 14.
Sauerland, Jelsen, Nov. 15.
Trier, Melchers, Nov. 15.
Atsuta Maru, N.Y.K., Nov. 17.
Pres. Monroe, Dollar, Nov. 17.
Kidderpore, P. & O., Nov. 19.
Porthos, M.M., Nov. 19.
Kashgar, P. & O., Nov. 20.
Kulmerland, Jelsen, Nov. 20.
Sarpedon, B.F., Nov. 20.
Tokiwa Maru, N.Y.K., Nov. 27.
Pfalz, Melchers, Nov. 29.
Kashima Maru, N.Y.K., Nov. 30.
Romolo, D'well's, Nov. 30.
Pres. Wilson, Dollar, Dec. 1.
Anchises, B.F., Dec. 3.
Chenoneux, M.M., Dec. 3.
Lahn, Melchers, Dec. 6.
Rawalpindi, P. & O., Dec. 7.
Dakar Maru, N.Y.K., Dec. 10.
Saarland, Jelsen, Dec. 10.
Venezia, D'well's, Dec. 10.

COPENHAGEN.

Malaya, Manners, Dec. 5.

DALNY.

Liangchow, B. & S., Nov. 13.
Patroclus, B.F., Nov. 13.
Chenau, B. & S., Nov. 20.
Koenigsberg, Melchers, Nov. 24.
Orestes, B.F., Nov. 24.
Isar, Melchers, Nov. 24.

DUTCH PORTS.

Sauerland, Jelsen, Nov. 15.
Trier, Melchers, Nov. 15.
Atsuta Maru, N.Y.K., Nov. 16.
Glenbeg, Jardine's, Nov. 20.
Kashgar, P. & O., Nov. 23.
Kulmerland, Jelsen, Nov. 23.
Sarpedon, B.F., Nov. 23.
Tokiwa Maru, N.Y.K., Nov. 27.
Pfalz, Melchers, Nov. 29.
Kashima Maru, N.Y.K., Nov. 30.
Romolo, D'well's, Nov. 30.
Pres. Wilson, Dollar, Dec. 1.
Anchises, B.F., Dec. 3.
Chenoneux, M.M., Dec. 3.
Lahn, Melchers, Dec. 6.
Rawalpindi, P. & O., Dec. 7.
Dakar Maru, N.Y.K., Dec. 10.
Saarland, Jelsen, Dec. 10.
Venezia, D'well's, Dec. 10.

LOS ANGELES.

Pres. Taft, Dollar, Nov. 19.
Shinyo Maru, N.Y.K., Nov. 27.
Pres. Jefferson, A.M.L., Dec. 3.
Asama Maru, N.Y.K., Dec. 11.

MANILA.

Cabarita, Dodwell's, Nov. 14.
Sauerland, Jelsen, Nov. 15.
Trier, Melchers, Nov. 15.
Pres. Monroe, Dollar, Nov. 17.
Bellingham, S.S.S., Nov. 17.
Tjibadak, J.C.J.L., Nov. 19.
Pres. McKinley, T.M.L., Nov. 23.
Kaga Maru, N.Y.K., Nov. 20.
Nevada, S.S.S., Nov. 20.
Emp. of Russia, C.P.S., Nov. 21.
Pres. Jefferson, A.M.L., Nov. 23.
Kulmerland, Jelsen, Nov. 23.
Tanda, E. & A., Nov. 23.
Pres. Wilson, Dollar, Dec. 1.
Anchises, B.F., Dec. 3.
Lahn, Melchers, Dec. 6.
City of Shanghai, Bank, Dec. 9.
Perseus, B.F., Dec. 10.
Saarland, Jelsen, Dec. 10.

FOOCHOW.

Chiphahing, Jardine's, Nov. 15.
Haiyang, Douglas, Nov. 15.
Haiching, Douglas, Nov. 19.
Cheongshing, Jardine's, Nov. 23.

GENOA.

Sauerland, Jelsen, Nov. 15.
Toyooka Maru, N.Y.K., Nov. 15.
Trier, Melchers, Nov. 15.
Pres. Monroe, Dollar, Nov. 17.
Autolyus, B.F., Nov. 20.
Kulmerland, Jelsen, Nov. 20.
Pfalz, Melchers, Nov. 22.
Pres. Wilson, Dollar, Dec. 1.
Dakar Maru, N.Y.K., Dec. 10.
Saarland, Jelsen, Dec. 10.

GLASGOW.

Autolyus, B.F., Nov. 20.
Sarpedon, B.F., Nov. 23.

GOTHENBURG.

Malaya, Manners, Dec. 5.

HAIPHONG AND HOIHOW.

Chengtu, B. & S., Nov. 14.
Kiangsu, B. & S., Nov. 19.
Tonkin, M.M., Nov. 19.
Chekiang, B. & S., Nov. 23.

HAMBURG.

Sauerland, Jelsen, Nov. 15.
Trier, Melchers, Nov. 15.
Glenbeg, Jardine's, Nov. 20.
Kashgar, P. & O., Nov. 23.
Shantung, Gilman's, Nov. 23.
Kulmerland, Jelsen, Nov. 23.
Pfalz, Melchers, Nov. 29.
Malaya, Manners, Dec. 5.
Lahn, Melchers, Dec. 6.
City of Shanghai, Bank, Dec. 9.
Saarland, Jelsen, Dec. 10.

HAVRE.

Autolyus, B.F., Nov. 20.

HONOLULU.

Korea Maru, N.Y.K., Nov. 13.
Shinyo Maru, N.Y.K., Nov. 27.
Asama Maru, N.Y.K., Dec. 11.

LOILO.

Bellingham, S.S.S., Nov. 15.
Nevada, S.S.S., Nov. 20.
G'den M'tain, S.S.S., Dec. 3.
Texas, S.S.S., Dec. 3.

JAPAN PORTS.

Korea Maru, N.Y.K., Nov. 13.
Emp. of Canada, C.P.S., Nov. 17.
Tottori Maru, N.Y.K., Nov. 17.
Athos II, M.M., Nov. 19.
Canton, Gilman's, Nov. 19.
Pres. Taft, Dollar, Nov. 19.
Ammon, Jelsen, Nov. 20.
Kutsang, Jardine's, Nov. 20.
Takliwa, B.I., Nov. 21.
Khyber, P. & O., Nov. 22.
Malwa, P. & O., Nov. 22.
Tyndarus, B.F., Nov. 23.
Koenigsberg, Melchers, Nov. 24.
Radnorshire, Jardine's, Nov. 25.
Danmark, Manners, Nov. 25.
Himalaya, D'well's, Nov. 26.
Pres. McKinley, T.M.L., Nov. 26.
Emp. of Russia, C.P.S., Nov. 27.
Namsang, Jardine's, Nov. 27.
Shinyo Maru, N.Y.K., Nov. 27.
Antiochus, B.F., Nov. 27.
Isar, Melchers, Nov. 29.
Dolius, B.F., Dec. 2.
Shidzuoka Maru, N.Y.K., Dec. 2.
Pres. Jefferson, A.M.L., Dec. 3.
D'Artagnan, M.M., Dec. 3.
Yucensang, Jardine's, Dec. 3.
Glenbeg, Jardine's, Dec. 6.
Ceylon, Gilman's, Dec. 8.
Achilles, B.F., Dec. 8.
Pres. Grant, A.M.L., Dec. 10.
Asama Maru, N.Y.K., Dec. 11.
Teucer, B.F., Dec. 12.

JAVIA PORTS.

Tjibadak, J.C.J.L., Nov. 19.
Tjikembang, J.C.J.L., Nov. 20.
Tjikarang, J.C.J.L., Nov. 20.
Tjialak, J.C.J.L., Dec. 3.

LIVERPOOL.

Toyooka Maru, N.Y.K., Nov. 15.
Atsuta Maru, N.Y.K., Nov. 16.
Autolyus, B.F., Nov. 20.
Kulmerland, Jelsen, Nov. 20.
Sarpedon, B.F., Nov. 20.
Tokiwa Maru, N.Y.K., Nov. 27.
Pfalz, Melchers, Nov. 29.
Kashima Maru, N.Y.K., Nov. 30.
Romolo, D'well's, Nov. 30.
Pres. Wilson, Dollar, Dec. 1.
Anchises, B.F., Dec. 3.
Chenoneux, M.M., Dec. 3.
Lahn, Melchers, Dec. 6.
Rawalpindi, P. & O., Dec. 7.
Dakar Maru, N.Y.K., Dec. 10.
Saarland, Jelsen, Dec. 10.
Venezia, D'well's, Dec. 10.

LONDON.

Atsuta Maru, N.Y.K., Nov. 16.
Autolyus, B.F., Nov. 20.
Glenbeg, Jardine's, Nov. 20.
Kashgar, P. & O., Nov. 23.
Sarpedon, B.F., Nov. 23.
Kashima Maru, N.Y.K., Nov. 30.
Anchises, B.F., Dec. 3.
Rawalpindi, P. & O., Dec. 7.
Dakar Maru, N.Y.K., Dec. 10.
Saarland, Jelsen, Dec. 10.
Venezia, D'well's, Dec. 10.

LOS ANGELES.

Pres. Taft, Dollar, Nov. 19.
Shinyo Maru, N.Y.K., Nov. 27.
Pres. Jefferson, A.M.L., Dec. 3.
Asama Maru, N.Y.K., Dec. 11.

MANILA.

Cabarita, Dodwell's, Nov. 14.
Sauerland, Jelsen, Nov. 15.
Trier, Melchers, Nov. 15.
Pres. Monroe, Dollar, Nov. 17.
Bellingham, S.S.S., Nov. 17.
Tjibadak, J.C.J.L., Nov. 19.
Pres. McKinley, T.M.L., Nov. 23.
Kaga Maru, N.Y.K., Nov. 20.
Nevada, S.S.S., Nov. 20.
Emp. of Russia, C.P.S., Nov. 21.
Pres. Jefferson, A.M.L., Nov. 23.
Kulmerland, Jelsen, Nov. 23.
Tanda, E. & A., Nov. 23.
Pres. Wilson, Dollar, Dec. 1.
Anchises, B.F., Dec. 3.
Lahn, Melchers, Dec. 6.
City of Shanghai, Bank, Dec. 9.
Perseus, B.F., Dec. 10.
Saarland, Jelsen, Dec. 10.

LOS ANGELES.

Pres. Taft, Dollar, Nov. 19.
Shinyo Maru, N.Y.K., Nov. 27.
Pres. Jefferson, A.M.L., Dec. 3.
Asama Maru, N.Y.K., Dec. 11.

MANILA.

Cabarita, Dodwell's, Nov. 14.
Sauerland, Jelsen, Nov. 15.
Trier, Melchers, Nov. 15.
Pres. Monroe, Dollar, Nov. 17.
Bellingham, S.S.S., Nov. 17.
Tjibadak, J.C.J.L., Nov. 19.
Pres. McKinley, T.M.L., Nov. 23.
Kaga Maru, N.Y.K., Nov. 20.
Nevada, S.S.S., Nov. 20.
Emp. of Russia, C.P.S., Nov. 21.
Pres. Jefferson, A.M.L., Nov. 23.
Kulmerland, Jelsen, Nov. 23.
Tanda, E. & A., Nov. 23.
Pres. Wilson, Dollar, Dec. 1.
Anchises, B.F., Dec. 3.
Lahn, Melchers, Dec. 6.
City of Shanghai, Bank, Dec. 9.
Perseus, B.F., Dec. 10.
Saarland, Jelsen, Dec. 10.

LOS ANGELES.

Pres. Taft, Dollar, Nov. 19.
Shinyo Maru, N.Y.K., Nov. 27.
Pres. Jefferson, A.M.L., Dec. 3.
Asama Maru, N.Y.K., Dec. 11.

MANILA.

Cabarita, Dodwell's, Nov. 14.
Sauerland, Jelsen, Nov. 15.
Trier, Melchers, Nov. 15.
Pres. Monroe, Dollar, Nov. 17.
Bellingham, S.S.S., Nov. 17.
Tjibadak, J.C.J.L., Nov. 19.
Pres. McKinley, T.M.L., Nov. 23.
Kaga Maru, N.Y.K., Nov. 20.
Nevada, S.S.S., Nov. 20.
Emp. of Russia, C.P.S., Nov. 21.
Pres. Jefferson, A.M.L., Nov. 23.
Kulmerland, Jelsen, Nov. 23.
Tanda, E. & A., Nov. 23.
Pres. Wilson, Dollar, Dec. 1.
Anchises, B.F., Dec. 3.
Lahn, Melchers, Dec. 6.
City of Shanghai, Bank, Dec. 9.
Perseus, B.F., Dec. 10.
Saarland, Jelsen, Dec. 10.

LOS ANGELES.

Pres. Taft, Dollar, Nov. 19.
Shinyo Maru, N.Y.K., Nov. 27.
Pres. Jefferson, A.M.L., Dec. 3.
Asama Maru, N.Y.K., Dec. 11.

MANILA.

Cabarita, Dodwell's, Nov. 14.
Sauerland, Jelsen, Nov. 15.
Trier, Melchers, Nov. 15.
Pres. Monroe, Dollar, Nov. 17.
Bellingham, S.S.S., Nov. 17.
Tjibadak, J.C.J.L., Nov. 19.
Pres. McKinley, T.M.L., Nov. 23.
Kaga Maru, N.Y.K., Nov. 20.
Nevada, S.S.S., Nov. 20.
Emp. of Russia, C.P.S., Nov. 21.
Pres. Jefferson, A.M.L., Nov. 23.
Kulmerland, Jelsen, Nov. 23.
Tanda, E. & A., Nov. 23.
Pres. Wilson, Dollar, Dec. 1.
Anchises, B.F., Dec. 3.
Lahn, Melchers, Dec. 6.
City of Shanghai, Bank, Dec. 9.
Perseus, B.F., Dec. 10.
Saarland, Jelsen, Dec. 10.

LOS ANGELES.

Pres. Taft, Dollar, Nov. 19.
Shinyo Maru, N.Y.K., Nov. 27.
Pres. Jefferson, A.M.L., Dec. 3.
Asama Maru, N.Y.K., Dec. 11.

MARSEILLES.

Sauerland, Jelsen, Nov. 15.
Toyooka Maru, N.Y.K., Nov. 15.
Atsuta Maru, N.Y.K., Nov. 17.
Pres. Monroe, Dollar, Nov. 17.
Porthos, M.M., Nov. 19.
Kashgar, P. & O., Nov. 23.
Kulmerland, Jelsen, Nov. 23.
Sarpedon, B.F., Nov. 23.
Pfalz, Melchers, Nov. 29.
Kashima Maru, N.Y.K., Nov. 30.
Pres. Wilson, Dollar, Dec. 1.
Anchises, B.F., Dec. 3.
Chenoneux, M.M., Dec. 3.
Lahn, Melchers, Dec. 6.
Rawalpindi, P. & O., Dec. 7.
Dakar Maru, N.Y.K., Dec. 10.
Perseus, B.F., Dec. 10.

NAPLES.

Atsuta Maru, N.Y.K., Nov. 16.
Pres. Monroe, Dollar, Nov. 17.
Kashima Maru, N.Y.K., Nov. 30.
Pres. Wilson, Dollar, Dec. 1.

NEW ORLEANS.

Liangchow, B. & S., Nov. 13.
Chenau, B. & S., Nov. 20.
Cheongshing, Jardine's, Nov. 23.

NEW YORK, BOSTON, etc.

Penrith Castle, Dodwell's, Nov. 16.
Pres. Monroe, Dollar, Nov. 17.
Japanese Prince, Furness, Nov. 19.
Asuka Maru, N.Y.K., Nov. 20.
Comliebank, Bank, Nov. 27.
Pres. Wilson, Dollar, Dec. 1.
City of Winnipeg, Bank, Dec. 3.
Siamese Prince, Furness, Dec. 3.

NORTH OCEAN.

Ammon, Jelsen, Nov. 20.
Koenigsberg, Melchers, Nov. 24.
Isar, Melchers, Nov. 30.

OSLO.

Shantung, Gilman's, Nov. 23.
Malaya, Manners, Dec. 5.

PANAMA.

Asuka Maru, N.Y.K., Nov. 20.

PENANG.

Tamba Maru, N.Y.K., Nov. 14.
Atsuta Maru, N.Y.K., Nov. 16.
Kumsang, Jardine's, Nov. 16.
Malacca Maru, N.Y.K., Nov. 16.
Pres. Monroe, Dollar, Nov. 17.
Tamba, B.I., Nov. 19.
Kidderpore, P. & O., Nov. 19.
Shirala, B.I., Nov. 19.
Cremor, J.C.J.L., Nov. 21.
Tamba, B.I., Nov. 22.
Kashgar, P. & O., Nov. 23.
Tokiwa Maru, N.Y.K., Nov. 27.
Kashima Maru, N.Y.K., Nov. 30.
Pres. Wilson, Dollar, Dec. 1.
Hosang, Jardine's, Dec. 2.
Rawalpindi, P. & O., Dec. 7.

PORTLAND.

Washington, S.S.S., Nov. 16.
Kambore, Bank, Dec. 7.

RABAT.

Cabarita, Dodwell's, Nov. 14.

RANGOON.

Malacca Maru, N.Y.K., Nov. 16.

SAIGON.

Porthos, M.M., Nov. 19.
Chenoneux, M.M., Dec. 3.

SANDAKAN.

Cabarita, Dodwell's, Nov. 14.
Hinsang, Jardine's, Nov. 20.
Tanda, E. & A., Nov. 23.
Mansang, Jardine's, Nov. 30.

SAN FRANCISCO.

Korea Maru, N.Y.K., Nov. 13.
Washington, S.S.S., Nov. 16.
Pres. Taft, Dollar, Nov. 19.
Shinyo Maru, N.Y.K., Nov. 27.
Pres. Jefferson, A.M.L., Dec. 3.
Asama Maru, N.Y.K., Dec. 11.

SCANDINAVIAN PORTS.

Shantung, Gilman's, Nov. 23.
Malaya, Manners, Dec. 5.

SEATTLE.

Pres. McKinley, A.M.L., Nov. 23.
Shidzuoka Maru, N.Y.K., Dec. 2.
Kambore, Bank, Dec. 7.
Pres. Grant, A.M.L., Dec. 10.

SHANGHAI.

Hosang, Jardine's, Nov. 13.
Korea Maru, N.Y.K., Nov. 13.
Liangchow, B. & S., Nov. 13.
Patroclus, B.F., Nov. 13.
Chekiang, B. & S., Nov. 14.
Lahore, P. & O., Nov. 14.
Emp. of Canada, C.P.S., Nov. 16.
Ninghai, B. & S., Nov. 16.
Tjikarang, J.C.J.L., Nov. 16.
Luchow, B. & S., Nov. 17.
Szechuen, B. & S., Nov. 17.
Tottori Maru, N.Y.K., Nov. 17.
Yatsing, Jardine's, Nov. 17.
Athos II, M.M., Nov. 19.
Canton, Gilman's, Nov. 19.
Pres. Taft, Dollar, Nov. 19.
Sinking, B. & S., Nov. 19.
Ammon, Jelsen, Nov. 20.
Chenau, B. & S., Nov. 20.
Kutsang, Jardine's, Nov. 20.
Kwaisang, Jardine's, Nov. 20.
Khyber, P. & O., Nov. 22.
Malwa, P. & O., Nov. 22.
Koenigsberg, Melchers, Nov. 24.
Kwonsang, Jardine's, Nov. 24.
Radnorshire, Jardine's, Nov. 25.
Danmark, Manners, Nov. 25.
Himalaya, D'well's, Nov. 26.
Pres. McKinley, A.M.L., Nov. 26.
Emp. of Russia, C.P.S., Nov. 27.
Fooshing, Jardine's, Nov. 27.
Oldenburg, Jelsen, Nov. 27.
Shinyo Maru, N.Y.K., Nov. 27.
Tjibadak, J.C.J.L., Nov. 27.
Orestes, B.F., Nov. 28.
Antiochus, B.F., Nov. 29.
Isar, Melchers, Nov. 29.
Dolius, B.F., Dec. 2.
Shidzuoka Maru, N.Y.K., Dec. 2.
Pres. Jefferson, A.M.L., Dec. 3.
Chenoneux, M.M., Dec. 3.
Glenbeg, Jardine's, Dec. 6.
Achilles, B.F., Dec. 8.
Ceylon, Gilman's, Dec. 8.
Pres. Grant, A.M.L., Dec. 10.
Asama Maru, N.Y.K., Dec. 11.
Emp. of Asia, C.P.S., Dec. 12.

SHANGHAI.

Hosang, Jardine's, Nov. 13.
Korea Maru, N.Y.K., Nov. 13.
Liangchow, B. & S., Nov. 13.
Patroclus, B.F., Nov. 13.
Chekiang, B. & S., Nov. 14.
Lahore, P. & O., Nov. 14.
Emp. of Canada, C.P.S., Nov. 16.
Ninghai, B. & S., Nov. 16.
Tjikarang, J.C.J.L., Nov. 16.
Luchow, B. & S., Nov. 17.
Szechuen, B. & S., Nov. 17.
Tottori Maru, N.Y.K., Nov. 17.
Yatsing, Jardine's, Nov. 17.
Athos II, M.M., Nov. 19.
Canton, Gilman's, Nov. 19.
Pres. Taft, Dollar, Nov. 19.
Sinking, B. & S., Nov. 19.
Ammon, Jelsen, Nov. 20.
Chenau, B. & S., Nov. 20.
Kutsang, Jardine's, Nov. 20.
Kwaisang, Jardine's, Nov. 20.
Khyber, P. & O., Nov. 22.
Malwa, P. & O., Nov. 22.
Koenigsberg, Melchers, Nov. 24.
Kwonsang, Jardine's, Nov. 24.
Radnorshire, Jardine's, Nov. 25.
Danmark, Manners, Nov. 25.
Himalaya, D'well's, Nov. 26.
Pres. McKinley, A.M.L., Nov. 26.
Emp. of Russia, C.P.S., Nov. 27.
Fooshing, Jardine's, Nov. 27.
Oldenburg, Jelsen, Nov. 27.
Shinyo Maru, N.Y.K., Nov. 27.
Tjibadak, J.C.J.L., Nov. 27.
Orestes, B.F., Nov. 28.
Antiochus, B.F., Nov. 29.
Isar, Melchers, Nov. 29.
Dolius, B.F., Dec. 2.
Shidzuoka Maru, N.Y.K., Dec. 2.
Pres. Jefferson, A.M.L., Dec. 3.
Chenoneux, M.M., Dec. 3.
Glenbeg, Jardine's, Dec. 6.
Achilles, B.F., Dec. 8.
Ceylon, Gilman's, Dec. 8.
Pres. Grant, A.M.L

CHINA NAVIGATION COMPANY, LIMITED.

AMOI, SHAI, N'CHANG, & DALNY	LIANGCHOW	On 13th Nov.	5 p.m.
SWATOW & SHANGHAI	"CHEKIANG"	On 14th Nov.	Daylight
HOIHOW, PAKHOI & HAIKOW	"CHENGTO"	On 14th Nov.	10 a.m.
NINGBO & SHANGHAI	"NINGHAI"	On 15th Nov.	Daylight
SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 15th Nov.	Daylight
AMOI & SHANGHAI	"KINGYUAN"	On 16th Nov.	10 a.m.
SWATOW & SHANGHAI	"KINGYUAN"	On 16th Nov.	10 a.m.
HOIHOW, SINGAPORE & BANGKOK	"KINGYUAN"	On 16th Nov.	10 a.m.
AMOI, SHAI, N'CHANG, & DALNY	"CHENGTO"	On 16th Nov.	10 a.m.
SWATOW & SHANGHAI	"KINGYUAN"	On 16th Nov.	10 a.m.
SWATOW, AMOI, SWATOW & SPORE	"KINGYUAN"	On 16th Nov.	10 a.m.
WEIHOW, CHIAO, & TIENTSIN	"KINGYUAN"	On 16th Nov.	10 a.m.
WEIHOW, CHIAO, & TIENTSIN	"KINGYUAN"	On 16th Nov.	10 a.m.
WEIHOW, CHIAO, & TIENTSIN	"KINGYUAN"	On 16th Nov.	10 a.m.

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AUSTRALIAN-ORIENTAL LINE, LIMITED.

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VESSEL	DEPARTS	ARRIVES
TAIPING	13th Nov.	18th Nov.
CHANGTE	14th Nov.	19th Nov.
TAIPING	15th Nov.	20th Nov.
CHANGTE	16th Nov.	21st Nov.

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THE EAST ASIATIC CO., LTD. COPENHAGEN.

The M.S. "MALAYA" loading on or about 5th DECEMBER

PORT SAID, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BALIC PORTS.

SAILING LIST.

OTHER SAILINGS	SHANGHAI, ETC.	CONTINENT, ETC.
M.S. "Danmark"	25th Nov.	4th Jan.
M.S. "Annam"	25th Dec.	25th Jan.
M.S. "Java"	3rd Jan.	12th Feb.

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JOHN MANNERS & CO., LTD.

MERCANTILE BANK BUILDINGS, Agents.

PRINCE LINE

AUGMENTED SERVICE SAILINGS EVERY 14 DAYS

TO BOSTON AND NEW YORK

"JAPANESE PRINCE" ... Nov. 19th

"SIAMSE PRINCE" ... Dec. 3rd

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

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FRENCH MAIL STEAMERS

To	Departure	Arrival
TO MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said, Kobe.		
PORTHOUS	13th Nov.	18th Nov.
CHENONCEAUX	14th Nov.	19th Nov.
ATHOS II	15th Nov.	20th Nov.
D'ARTAGNAN	16th Nov.	21st Nov.
ANGERS	17th Nov.	22nd Nov.
SPHINX	18th Nov.	23rd Nov.
ANGERS	19th Nov.	24th Nov.
G. METZINGER	20th Nov.	25th Nov.
ANDRE LEBON	21st Nov.	26th Nov.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or DUTROIT.

COMMERCIAL LINE

For DUNKIRK via Port-Said, Oran, Casablanca, Hamburg, Rotterdam, Antwerp.

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

NOVEMBER 11, 1929.														NOVEMBER 12, 1929.													
STATION	Hour	Barometer at Sea Level.		Temperature	Humidity	Wind		Force (Beaufort)	Sea State (Heights)	Hour	Barometer at Sea Level.	Temperature		Humidity	Wind		Force (Beaufort)	Sea State (Heights)									
		Inches	Millis.			Direction	Force (Mph)					Inches	Millis.		Direction	Force (Mph)											
Wladivostok	12	30.38	771.5	...	...	...	...	0	...	5	30.34	770.5	...	...	...	...	1	...	
Namuro	11	30.31	770.0	...	...	ENE	...	...	...	...	30.20	767.0	...	...	ENE	...	2	...	
Hokkaido	...	30.30	764.5	...	...	N	...	3	...	...	30.16	766.0	...	...	...	...	1	...	
Tokio	...	30.02	772.5	...	...	N	...	0	...	...	30.18	766.5	...	...	SW	...	1	...			
Kobe	...	30.18	766.5	...	...	N	...	2	...	...	30.28	769.0	...	...	NW	...	1	...			
Nagasaki	...	30.14	765.5	...	...	NW	...	1	...	...	30.24	768.0	...	...	NW	...	1	...			
Kagoshima	...	30.12	765.0	...	...	N	...	3	...	...	30.20	767.0	...	...	NNE	...	1	...			
Oshima	...	30.12	765.0	...	...	NNE	...	4	...	...	30.12	765.0	...	...	NE	...	...	...						
Naha	...	30.16	766.0	...	...	NNE	...	...	...	...	30.12	765.0	...	...	NNE	...	0	...	
Ishigakijima	...	30.04	773.0	...	...	S	...	3	...	...	30.08	764.0	...	...	...	...	...	...			
Ronin Island	...	30.29	769.3	...	...	NW	...	4	b	6	30.42	772.6	40	74	NW	1	b	...							
Chefoo	15	30.41	772.5	35	39	NW	...	2	b	...	30.43	772.8	34	85	NW	1	b	...									
Shanghai	14	30.42	772.6	34	55	NW	...	4	b	...	30.44	773.2	41	71	N	2	b	...									
Guttsuf	...	30.17	768.3	98	60	E	...	2	b	7	30.19	766.8	58	76	NE	3	b	...									
Sharp Peak	...	30.12	765.0	67	50	E	...	4	b	6	30.16	766.0	60	71	ENE	3	b	...									
Amoy	...	30.24	768.0	66	76	E	...	4	b	5	30.18	766.5	63	86	E	4	b	...									
Swatow	...	30.11	764.7	78	...	NNW	...	...	...	...	30.06	763.5	59	...	...	4	b	...			
Taihu	...	30.08	764.1	79	...	N	...	2	b	...	30.04	772.9	...	...	N	2	b	...							
Taiwan	...	30.02	762.6	73	...	NE	...	6	b	...	29.97	761.1	68	...	NE	6	b	...									
Koshun	...	30.12	765.0	70	...	NNW	...	6	b	...	30.06	763.5	66	...	NNE	6	b	...									
Pescadores	...	30.11	764.8	85	41	NNW	...	5	b	...	30.18	765.3	56	67	NNE	5	b	...									
Hong Kong	14	30.11	764.8	85	41	NNW	...	5	b	...	30.12	765.0	55	66	N	4	b	...									
Gap Rock	...	30.12	765.0	...	...	N	...	5	b	...	30.12	765.0	55	66	N	4	b	...							
Macao	...	30.11	764.8	86	40	NE	...	5	b	...	30.01	762.2	71	76	NE	7	b	...									
Hoikow	...	30.00	762.0	72	71	NE	...	7	b	...	30.18	766.5	59	79	ENE	4	b	...									
Pratas Island	...	30.18	765.3	72	43	W	...	1	b	...	30.01	762.3	68	...	NE	4	b	...									
Phulien	15	29.98	761.4	75	...	NE	...	4	b	...	29.85	771.1	72	...	NE	4	b	...									
Tourane	...	29.81	777.2	79	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cape St. James	...	29.81	777.2	79	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rasco	14	29.81	777.2	79	...	ENE	...	6	...	...	...	...	...	...	...	...	...	...
Apurri	...	29.82	757.5	73	94	NE	...	6	...	...	...	...	...	...	...	...	...	...
Tuguegarao	...	29.71	754.3	81	73	NE	...	6	...	...	29.80	756.9	72	98	...	...	...	...					
Vigan	...	29.71	754.3	79	91	NE	...	6	...	...	29.76	758.0	75	91	NNW	1	...	...							
Manila	...	29.69	754.2	90	76	NE	...	4	...	...	29.76	756.0	73	96	...	...	...	...					
Legaspi	...	29.72	754.3	81	84	E	...	4	...	...	29.75	755.7	79	90	NNE	1	...	...							
Calbayog	...	29.71	754.3	86	75	SE	...	6	...	...	29.76	756.0	73	96	NNE	1	...	...							
Tacloban	...	29.69	754.2	86	65	SW	...	4	...	...	29.76	755.0	77	89	W	2	...	...							
Iloilo	...	29.69	754.2	86	65	E	...	2	...	...	...	...	...	...	...	...	...	...
Cebu	...	29.69	754.2	86	65	E	...	2	...	...	...	...	...	...	...	...	...	...
Surigao	...	29.69	754.2	86	65	E	...	2	...	...	...	...	...	...	...	...	...	...
Saipan	...	12.22	29.73	755.1	...	NE	...	4	...	4.22	29.79	756.6	79	...	E	4	...	...							
Guam	...	11.00	29.71	754.5	...	NE	...	2	...	6	29.73	755.1	...	...	ENE	...	...	...						
Yap	29.68	754.9	78	...	...	...	...	...				
Pelew	29.78	756.4	77	...	...	...	...	...				
Pompeo	29.78	756.4	77	94	NE	10	...	...							
Labuan	14	29.84	757.9	88	69	NE	...	4	b	6	29.78	756.4	77	94	NE	10	...	...							

November 12d. 10A. 57m.—The anticyclone remains stationary, pressure being highest to the north of the lower Yangtze Valley.

Free monsoon will prevail along the China coast and over the N. China Sea. Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.1 inch. Total since January 1, 1928 inches, against an average of 81.15 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON NOVEMBER 13.

- 1.—Formosa Channel ... N. winds, strong.
- 2.—South coast of China between Hong Kong and Lamook ... N.E. winds, fresh; fine.
- 3.—Hong Kong to Gap Rock ... N.E. winds, fresh; fine.
- 4.—South coast of China between Hong Kong and Hainan ... N.E. winds, fresh; fine.

C. W. JEFFRIES, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, November 13

Previous Day	On Date	On Date
at 4 p.m.	at 10 a.m.	at 4 p.m.

Barometer	30.09	30.14	30.04
Temperature	65	65	68
Humidity	40	44	44
Wind	N	N	ENE
Direction	N	N	ENE
Force	2	2	2
Weather	B	B	B
Rain	0.0	0.0	0.00

Highest open-air Temperature, 11:15

Lowest open-air Temperature, 12:53

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

\$7.50

will keep you in touch with Hong Kong news for six months

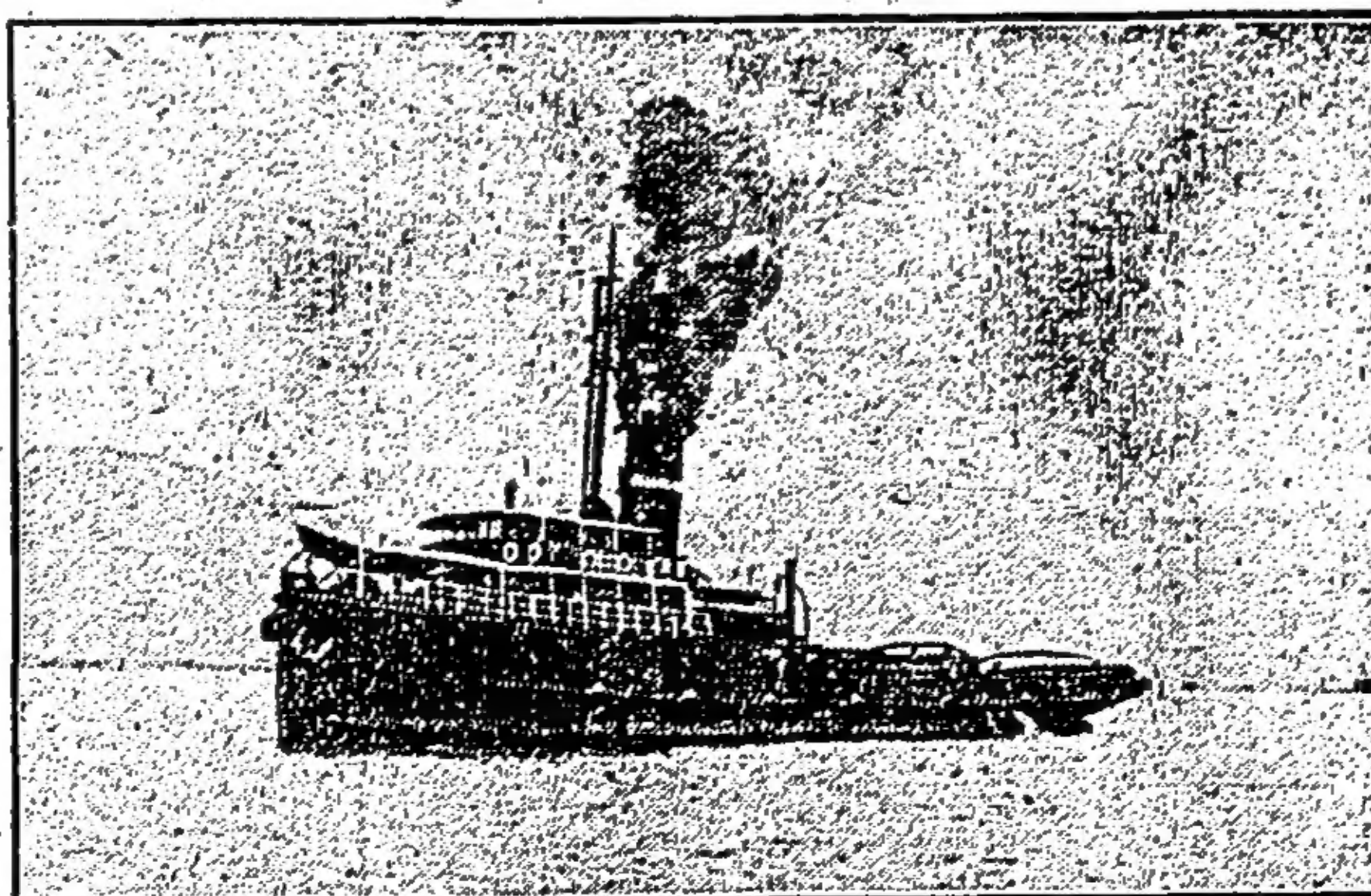
AFTER YOU GO AWAY

and you will certainly want to know what is happening. Send an order for the Weekly Press to be sent to you. We, at 11, The House Street, will do the rest.

THE HONG KONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONG KONG. CODES USED: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron, Steel and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hong Kong & Whampoa Dock Co., Ltd., Hong Kong, for their own service, 1921. Length 165 ft., Breadth 34 ft., Depth 17 ft. (m), L.H.P. 2,000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager, R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	Steamship	Date
TSINGTAI via SWATOW & SHANGHAI	"YATSHING" ... "KWANGSANG" ... "FOOSHING"	Sun., 17th Nov., at 7 a.m. Wed., 20th Nov., at 7 a.m. Sun., 24th Nov., at 7 a.m. Wed., 27th Nov., at 7 a.m.
OSAKA via AMOI, SHAI, MOJI & KOBE	"KUTSANG"	Wed., 20th Nov., at 7 a.m.
OSAKA via AMOI, MOJI & KOBE	"NAMSANG" ... "YUENSANG" ... "SUISANG"	Wed., 27th Nov., at 7 a.m. Tue., 3rd Dec., at 7 a.m. Wed., 18th Dec., at 7 a.m.
SINGAPORE, PENANG & CALOUTIA	"KUMSANG" ... "HOSANG"	Mon., 18th Nov., at 3 p.m. Mon., 2nd Dec., at 3 p.m.
SANDAKAN	"HINSANG" ... "MAOSANG"	Wed., 20th Nov., at 3 p.m. Sat., 30th Nov., at 3 p.m.
TIENTSIN via FOCHOW, WEI-HAI-WEI & NEWCHANG	"CHIPSANG"	Sun., 17th Nov., at 7 a.m.
TIENTSIN via FOCHOW & WEI-HAI-WEI	"CHEONGSHING"	Thurs., 28th Nov., at 7 a.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD. GENERAL MANAGERS.

Telephone: Central No. 315.

GLEN LINE.

FARE: HONG KONG TO LONDON £32.

To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Vessel	Departure	Arrival
Motor Vessel "GLENBEG" (via Oran)	20th November	20th November
Steamship "GLENIFFER"	23rd December	23rd December
Steamship "GLENHANE"	5th February	5th February
Motor Vessel "GLENABRY"	8th March	8th March

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Vessel	Departure	Arrival
Steamship "RADNORRHIRE"	25th November	25th November
Motor Vessel "GLENGLUE"	6th December	6th December
Steamship "GLENSHANT"	23rd December	23rd December
Motor Vessel "GLENSAMOI"	16th January	16th January
Motor Vessel "GLENGARRY"	18th January	18th January

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.



FAR EASTERN PASSENGER & FREIGHT SERVICE

FARE FROM HONG KONG TO GENOA:

Cabin class ... £73. Intermediate class ... £48.

THROUGH BOOKINGS TO LONDON:

Cabin class ... £80.

NEXT SAILINGS TO EUROPE—

Vessel	Departure	Arrival
Pass. S.S. "TEIER"	18th Nov.	18th Nov.
Freight S.S. "Pala"	29th Nov.	29th Nov.
Freight S.S. "Laba"	6th Dec.	6th Dec.
Freight S.S. "Koenigsberg"	17th Dec.	17th Dec.
Freight S.S. "Imat"	24th Dec.	24th Dec.
Express Freight S.S. "Isar"	5th Jan., 1930	5th Jan., 1930
Pass. S.S. "SAARBRUECKEN"	11th Jan.	11th Jan.
Freight S.S. "Augsburg"	20th Jan.	20th Jan.
Express Freight S.S. "Aler"	31st Jan.	31st Jan.
Pass. S.S. "COLENZ"	8th Feb.	8th Feb.

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.

Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE—

SAILINGS TO SHANGHAI & N. CHINA (Passenger steamers)

Freight	S.S. "Isar"	...	...	due here	30th Nov.
Pass.	S.S. "SAARBRUECKEN"	...	...	due here	21st Dec.
Freight	S.S. "Aller"	...	...	due here	28th Dec.
Pass.	S.S. "COBLENZ"	...	...	due here	15th Jan., 1930
Freight	S.S. "Franken"	...	...	due here	25th Jan.
Pass.	M.S. "FULDA"	...	...	due here	11th Feb.

POST OFFICE NOTICE.

Notice has been received from London that as from 17th October mails for Hong Kong will be despatched via Vladivostok twice weekly, on Mondays and Thursdays.

XMAS LETTER MAIL FOR GREAT BRITAIN VIA SUEZ.

Xmas Letter Mail for Great Britain via Suez will be closed in the G.P.O. as follows:—

Registered mail at 9.45 a.m. Saturday, 23rd November.
Ordinary mail at 10.30 a.m.
This mail will be forwarded by the s.s. "Kashgar" and is due in London on the 23rd December.
The public is reminded that letters sent by letter post are liable to confiscation.
Christmas cards bearing not more than five written words may be forwarded at the special rate for Printed Papers, provided that the enclosing cover is left open.

INWARD MAILS.

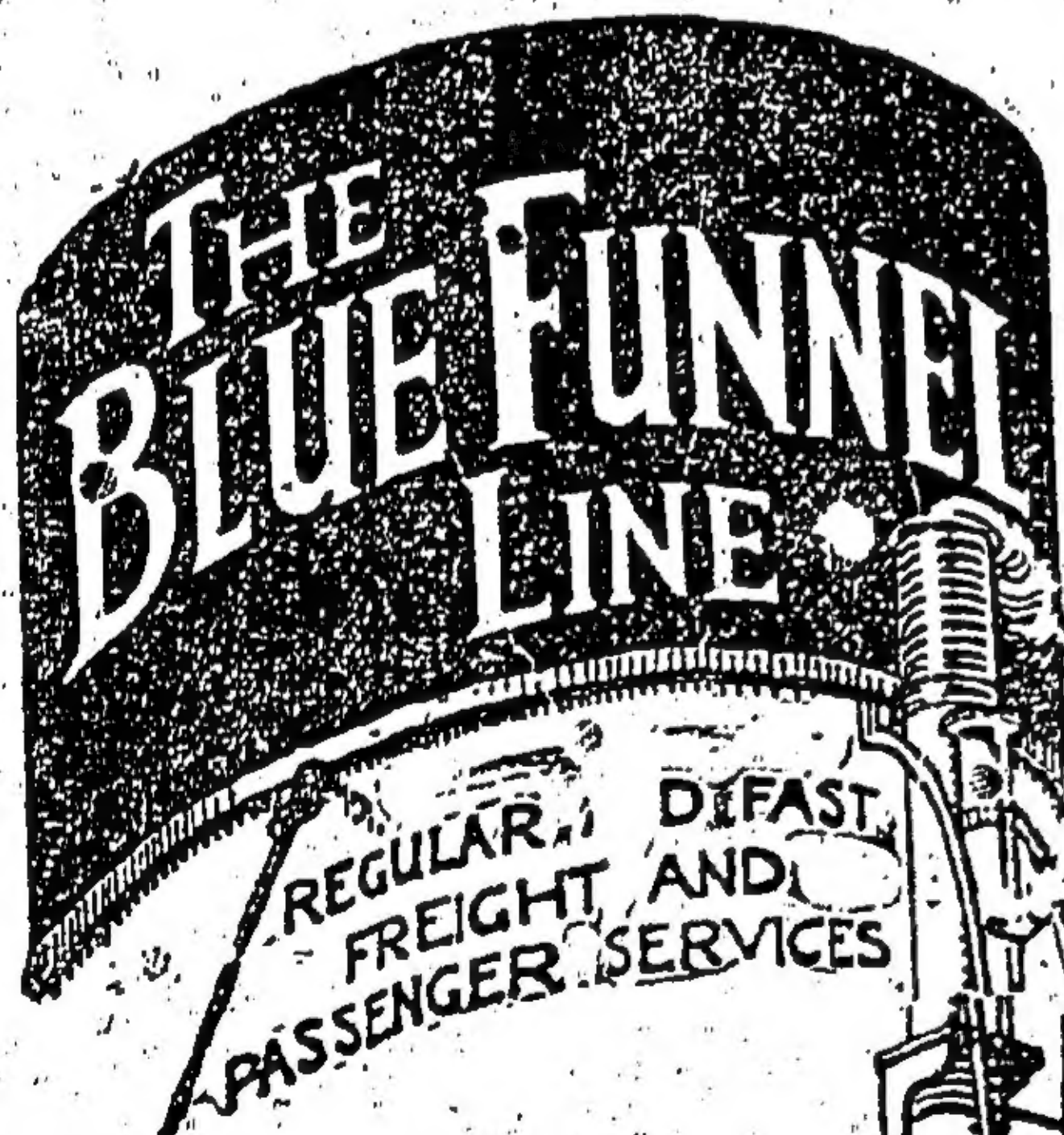
FROM	PER	DATE
SHANGHAI & SWATOW	Swatow	13th Nov.
SHANGHAI & AMOY	Amoy	13th Nov.
LONDON (parcels only, 10th Oct.) & SUEZ	Swatow	14th Nov.
JAPAN & SHANGHAI	Amoy	14th Nov.
U.S.A. (San Francisco, 18th Oct.)	Swatow	15th Nov.
HONGKONG, JAPAN & SHANGHAI	Amoy	15th Nov.
MANILA	Swatow	15th Nov.
JAPAN & SHANGHAI	Amoy	15th Nov.
U.S.A. (San Francisco, 25th Oct.)	Swatow	16th Nov.
HONGKONG, JAPAN & SHANGHAI	Amoy	16th Nov.
J-PAN & SHANGHAI	Amoy	16th Nov.
U.S.A. (San Francisco, 23rd October)	Swatow	17th Nov.
HONGKONG, JAPAN & SHANGHAI	Amoy	17th Nov.
JAPAN	Swatow	17th Nov.
CANADA (Victoria, B.C., 2nd Nov.)	Swatow	18th Nov.
U.S.A. (San Francisco, 2nd Nov.)	Swatow	18th Nov.
AUSTRALIA & MANILA	Swatow	18th Nov.
U.S.A. (Seattle, 2nd Nov.) CANADA	Swatow	18th Nov.
JAPAN & SHANGHAI	Amoy	18th Nov.
MANILA	Swatow	18th Nov.
JAPAN	Swatow	18th Nov.
U.S.A. (San Francisco, 1st Nov.)	Swatow	18th Nov.
HONGKONG, JAPAN & SHANGHAI	Amoy	18th Nov.

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

FOR	PER	DATE & TIME
Straits	Swatow	Wednesday, 13th, 9.30 a.m.
Shanghai	Swatow	10.30 a.m.
Swatow	Swatow	10.30 a.m.
Amoy	Amoy	10.30 a.m.
Hoihow, Pakhoi and Haiphong	Menado Maru	Thursday, 14th, 8.30 a.m.
Swatow	Hydrangea	2.30 p.m.
Poochow & Wei Hai Wei	Chipping	5.00 p.m.
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 20th Nov.	Taipei	Reg. 15th 9.45 a.m. Letters 10.30 a.m.
Hoihow, Pakhoi & Haiphong	Jamelito	Friday, 15th, 8.30 a.m.
Swatow, Amoy and Poochow	Atsuta Maru	1.00 p.m.
Straits, Ceylon, India, Mauritius, East & South Africa, Egypt & EUROPE via Marseilles—due Marseilles, 13th Dec.	Emp. of France	Saturday, 16th, 9.15 a.m. Letters 10.00 a.m.
The British Isles & EUROPE via Liverpool—due Liverpool about 7th Dec.	Emp. of Canada	11.00 a.m. Letters 12.15 p.m.
Shanghai, Japan, Canada, U.S.A., C. & S. America & EUROPE via Vancouver, B.C.—due Vancouver, B.C., 2nd Dec. & Europe via Siberia		

* Superscribed correspondence only.



LONDON SERVICE.

"SARPEDON" 26th Nov., M'ss., L'don., Edam, & Hamburg.

LIVERPOOL SERVICE.

"AUTOLYCUS" 20th Nov., Genoa, Havre, Liverpool & Glasgow.
"CYCLOPS" 29th Dec., Genoa, Havre, Liverpool & Glasgow.

NEW YORK SERVICE.

Leaves Hong Kong Leaves Singapore Arrives N. York.
"SARPEDON" 29th Nov. "LYCAON" 9th Dec. 18th Jan.
Hong Kong to New York 51 Days.

PACIFIC SERVICE. (via KOBE & YOKOHAMA)

"TYNDAREUS" 23rd Nov., Victoria & Vancouver.

INWARD SERVICE.

"PATROCLUS" 13th Nov., For Shanghai, Taka & Dairen.

PASSENGER SERVICE.

"SARPEDON" 26th Nov., M'ss., L'don., Edam, & Glasgow.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates, and information apply to:—
Butterfield & Swire,
Agents.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$50,000,000
Issued & Fully Paid-up \$30,000,000
Reserve Funds:—
Sterling \$8,000,000
Silver \$14,000,000

Reserve Liability of Pro-prietors \$30,000,000

Head Office: Hong Kong.

Board of Directors:
N. S. Brown, Esq., Chairman.
W. H. Bell, Esq., Deputy Chairman.
Hon. Mr. E. D. W. L. Pattenden,
F. Beith, Esq.
A. H. Compton, T. E. Pearce,
Esq.
M. T. Johnson, J. A. Plummer,
Esq.
B. Lander Lewis, J. P. Warren,
Esq.

Chief Manager:
Hon. Mr. A. C. HYATT.

BRANCHES:—
Amoy, Penang
Bangkok, Ipoh
Batavia, Rangoon
Bombay, Calcutta
Canton, Hankow
Cebu, Hongkong
Colon, London
Dairen, Lyons
Hankow, Malacca
Harbin, Manila
Hongkong, Mukden
Kobe, Nagasaki
Kwangtung, Peking
London, Shanghai
Lyons, Singapore
Manila, Sourabaya
Peking, Tientsin
Shanghai, Yokohama

CURRENT ACCOUNTS opened in LOCAL CURRENCY and Fixed Deposits received for one year or shorter periods in Local CURRENCY and Sterling on terms which will be quoted on application.
Hong Kong, 17th Apr., 1929. [28]

HONG KONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the HONG KONG & SHANGHAI BANKING CORPORATION,
A. C. HYATT,
Chief Manager.
Hong Kong, 13th Sept., 1927. [3]

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS
U.S. \$4,000,000.00

HEAD OFFICE:
37, WALL STREET,
NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal Markets of the world.
Interest Allowed on all Deposits.
Rates on Application.

A Subsidiary of
THE EQUITABLE TRUST COMPANY OF NEW YORK.
Total Resources in excess of U.S. \$800,000,000.00.
D. M. BIGGAR,
Manager.

NEDERLANDSCHE HANDELSMAATSCHAPPIJ, N.V.

(NETHERLANDS TRADING SOCIETY.)

BANKERS
Established 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorized Capital Gldrs 150,000,000.—
(£12,500,000.)
Paid-Up Capital Gldrs 50,000,000.—
(£3,958,337.)
Reserve Fund Gldrs 40,000,000.—
(£3,333,333.)

Head Office: Amsterdam.
BRANCHES:—Batavia, Bencoolen, Birmah, Borneo, Calcutta, Canton, Cebu, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Singapore, Siam, Soerabaya, Swatow, Tientsin, Yokohama.

London Bankers:—
National Provincial Bank, Ltd.

Correspondents all over the world.
Banking Business of every description transacted.

P. M. ELBERG,
Manager.
Hong Kong, 27th May, 1929. [34]

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONG KONG.

Hong Kong Currency.
AUTHORIZED CAPITAL \$11,000,000.
PAID-UP CAPITAL 8,664,300.
RESERVE FUND 850,000.

Branches:—
CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.

London Bankers:—
THE LLOYDS BANK, LTD.
Correspondent.

In all Principal Cities of the World.
Foreign Exchanges and Banking Business of every description transacted.
Safe Deposit Boxes (various sizes) at a yearly Rental of from \$5 to \$40.
LOOK POONG SHAN,
Manager.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

Head Office: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Pro-prietors £3,000,000

AGENCIES & BRANCHES:

ALGERIA, BOMBAY, CALCUTTA, CANTON, CEBU, CHINA, HONG KONG, KANGAROO, KUALA LUMPUR, LONDON, LYONS, MANILA, Peking, RANGOON, SHANGHAI, SINGAPORE, SOERABAYA, SWATOW, TIENTSIN, YOKOHAMA.

FOREIGN EXCHANGE and General Banking Business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.
Hong Kong, 9th Jan., 1929. [30]

BANQUE FRANCO-CHINOISE.

FOUR LE COMMERCES ET L'INDUSTRIE (Incorporated in France).

Principles Building, Chater Road, Victoria, Hong Kong.

HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital, fully paid-up Frs. 50,000,000
Special Working Capital 50,000,000
Reserves 25,319,000

BRANCHES:
Paris, Lyons, Marseilles, Saigon, Haiphong, Hanoi, Tourane, Quinhon, Hue, Thanh-hoa, Vinh, Pnom Penh, Peking, Shanghai, Tientsin, Hong Kong.

BANKERS:
France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: American Exchange Irving Trust Co., Banca Commerciale Italiana.
San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted. Correspondents throughout the world.

A. ROLLIN,
Manager.
Hong Kong, 1st July, 1929.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorized Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,050,000
Reserve Fund and Rest £1,612,047

BANKERS:
THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:
Bangkok, Karachi, Madras, Batavia, Kota Bharu, New York, Bombay, Kuala Lumpur, Penang, Calcutta, (Kanton) Fort Louis, Colombo, Kuala Lumpur (Mauritius), (Pahang) Rangoon, Delhi, Kuala Lumpur, Hong Kong, Kanton, Singapore, Ipoh, (Pahang) Sourabaya, Kandy.

HONG KONG BRANCH:
Every description of Banking and Exchange Business transacted. Travellers Cheques issued. Trustee and Executorship undertaken.

INTEREST allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.

C. L. C. SANDES, Manager
7, Queen's Road Central.
Hong Kong, 1st Oct., 1929. [29]

THE BANK OF CHINA.

行銀國中

(Special authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL \$40,000,000.00
PAID-UP CAPITAL 19,780,200.00
RESERVE FUND 9,841,293.60

Head Office:—PEKING.
Hong Kong Branch:—4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.

New York Bankers:—THE EQUITABLE EASTERN BANKING CORPORATION, THE IRVING BANK, COLUMBIA TRUST CO.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Securities granted on Approved Special facilities for domestic exchange.

SHOU J. CHEN,
Manager.
Hong Kong, 12th June, 1927. [28]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid up Yen 100,000,000
Reserve Fund Yen 108,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:
Alexandria, Kai Yuen, Hongkong, Batavia, Karachi, Saigon, Bombay, Kobe, Soerabaya, Calcutta, London, San Francisco, Canton, Lyons, Shanghai, Changchun, Los Angeles, Seattle, Dairen, Manila, Semarang, Fuzhou, Nagasaki, Singapore, (Mukden) Newchwang, Shimonoseki, Hamburg, New York, Sydney, Hankow, Osaka, Tientsin, Harbin, Peking, Tokyo, Hong Kong, Rio de Janeiro, Taichang, Honolulu, Managua, Vladivostok.

Deposits received for Fixed Periods at rates to be obtained on application.
H. MORI, Manager.
Hong Kong, Sept. 11, 1929. [25]

BANQUE DE L'INDO-CHINE.

Head Office:

86, Boulevard Haussmann, Paris.

Subscribed Capital Frs. 75,000,000.00
Paid-up Capital Frs. 65,400,000.00
Reserve Fund Frs. 102,000,000.00

BRANCHES:
Bangkok, Hong Kong, Quinhon, Batavia, Hanoi, Saigon, Canton, Peking, Shanghai, Djibouti, Noumea, Thanhhoa, Fort Bayard, Papeete, Tientsin, Haiphong, Pnom-Penh, Vinh, Hankow, Pondicherry, Yunnanfu, Hanoi.

BANKERS:
In France: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.
In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
In New York: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted. Safe Deposit Boxes to let.

A. LECOT,
Manager.
Hong Kong, 2nd May, 1929. [32]

HONG KONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid up Yen 100,000,000
Reserve Fund Yen 108,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:
Alexandria, Kai Yuen, Hongkong, Batavia, Karachi, Saigon, Bombay, Kobe, Soerabaya, Calcutta, London, San Francisco, Canton, Lyons, Shanghai, Changchun, Los Angeles, Seattle, Dairen, Manila, Semarang, Fuzhou, Nagasaki, Singapore, (Mukden) Newchwang, Shimonoseki, Hamburg, New York, Sydney, Hankow, Osaka, Tientsin, Harbin, Peking, Tokyo, Hong Kong, Rio de Janeiro, Taichang, Honolulu, Managua, Vladivostok.

Deposits received for Fixed Periods at rates to be obtained on application.
H. MORI, Manager.
Hong Kong, Sept. 11, 1929. [25]

EXCHANGE.

CLOSING QUOTATIONS.

November 12, 1929.

On LONDON:—
Telegraphic Transfer... 1/8 1/2
Bank Bills, on demand 1/8 1/2
Bank Bills, at 30 days' sight 1/8 1/2
Bank Bills, at 4 months' sight 1/8 1/2
Credits, at 4 months' sight 1/8 1/2
Documentary Bills, at 4 months' sight 1/8 1/2

On PARIS:—
Bank Bills, on demand 106 1/2
Credits, 4 months' sight 113 1/2
New York:—
Bank Bills, on demand 4 1/2
Credits, at 60 days' sight 4 1/2
On BOMBAY:—
Telegraphic Transfer Bank Bills, on demand 114 1/2
On CALCUTTA:—
Telegraphic Transfer Bank Bills, on demand 114 1/2

On SHANGHAI:—
Bank Bills, at sight 7 1/2
Private, 30 days' sight 7 1/2
On YOKOHAMA:—
On demand 85 1/2
On MANILA:—
On demand 83 1/2
On SINGAPORE:—
On demand 73 1/2
On BATAVIA:—
On demand 108 1/2
On HAIKOW:—
On demand nom.
On SAIGON:—
On demand nom.
On BANGKOK:—
On demand 108 1/2
On SINGAPORE:—
On demand 112 1/2
On SINGAPORE:—
On demand 112 1/2
On SINGAPORE:—
On demand 112 1/2

American Express Travelers Cheques

Definition of TRAVELLERS' CHEQUES—
"The system of Travellers' Cheques was originated in 1891 by the American Express Company with the object of creating a form of travel currency which would give the holder the security of a letter of credit and at the same time the convenience of local currency. The Company registered the cheques under the trade name of 'AMERICAN EXPRESS TRAVELLERS' CHEQUES' the word 'Travellers' being spelled with one 'l'. The advantage of the Cheques was so apparent that other banking institutions adopted the system."

Quoted from Pitman's Dictionary of Banking by Wm. Thomson.

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